MONTREAL

The Commercial Metropolis of Canada

And

History of The Gazette
1778-1907

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THE
COMMERCIAL METROPOLIS
OF CANADA
MONTREAL
1870~1907
1907
THE GAZETTE
GAZETTE PRINTING CO
FINE COLOR PRINTING
BOOKBINDING
ADVERTISING SPECIALTIES
JOB PRINTING
ESTABLISHED
1778
THE GAZETTE

Canada's Great Double Track Railway and the Popular Route for Trade and Travel.

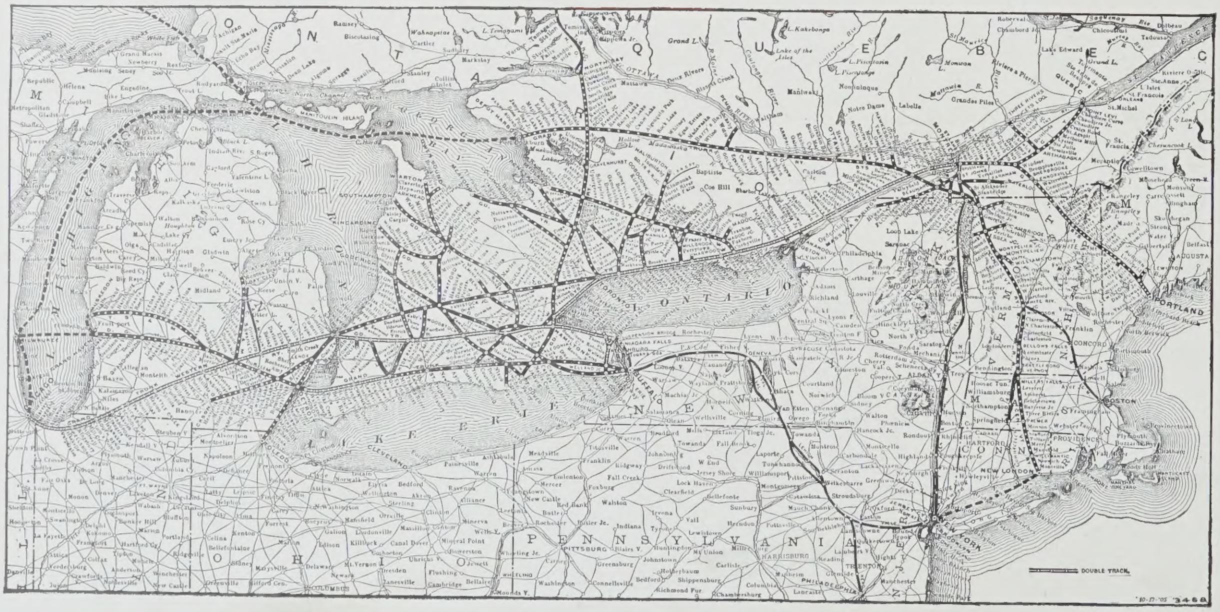
GRAND TRUNK RAILWAY SYSTEM

The Only Double Track Railway between Montreal Toronto, Niagara Falls, Hamilton, London, Detroit and Chicago.

The "International Limited" Canada's Finest and Fastest Train leaves Montreal every day in the year, 9.00 a.m., arrives Toronto, 4.30 p.m., Hamilton, 5.30 p.m., Niagara Falls, 8.20 p.m., Detroit, 10.00 p.m., Chicago, 7.42 a.m.

4 FAST TRAINS

TWO EXPRESS AND TWO LIMITED
Between MONTREAL and TORONTO Daily.



MAP OF GRAND TRUNK RAILWAY SYSTEM AND CONNECTIONS

Features: Finest roadbed in Canada and equal to any on the continent. Modern and luxurious trains. Courteous employees. Beautiful scenery. Cafe-parlor and library cars on through day trains. Pullman sleeping cars on night trains. The best of everything on this popular line. To enjoy the utmost comfort while travelling in Canada see that your tickets read via the

GRAND TRUNK RAILWAY SYSTEM.

The lines of this great System reach all the principal cities and towns in the Provinces of Quebec and Ontario.

General Offices:
Montreal, Canada.
Dashwood House, 9 New Broad St., London, E.C., England

EUROPEAN TRAFFIC OFFICES:
20 Water St., Liverpool.
44, 45, 46 Leadenhall St., London, E.C.
75 Union St., Glasgow.

W. E. DAVIS,
Passenger Traffic Manager, MONTREAL.

G. T. BELL,
Gen'l Passenger and Ticket Agent, MONTREAL.

MONTREAL

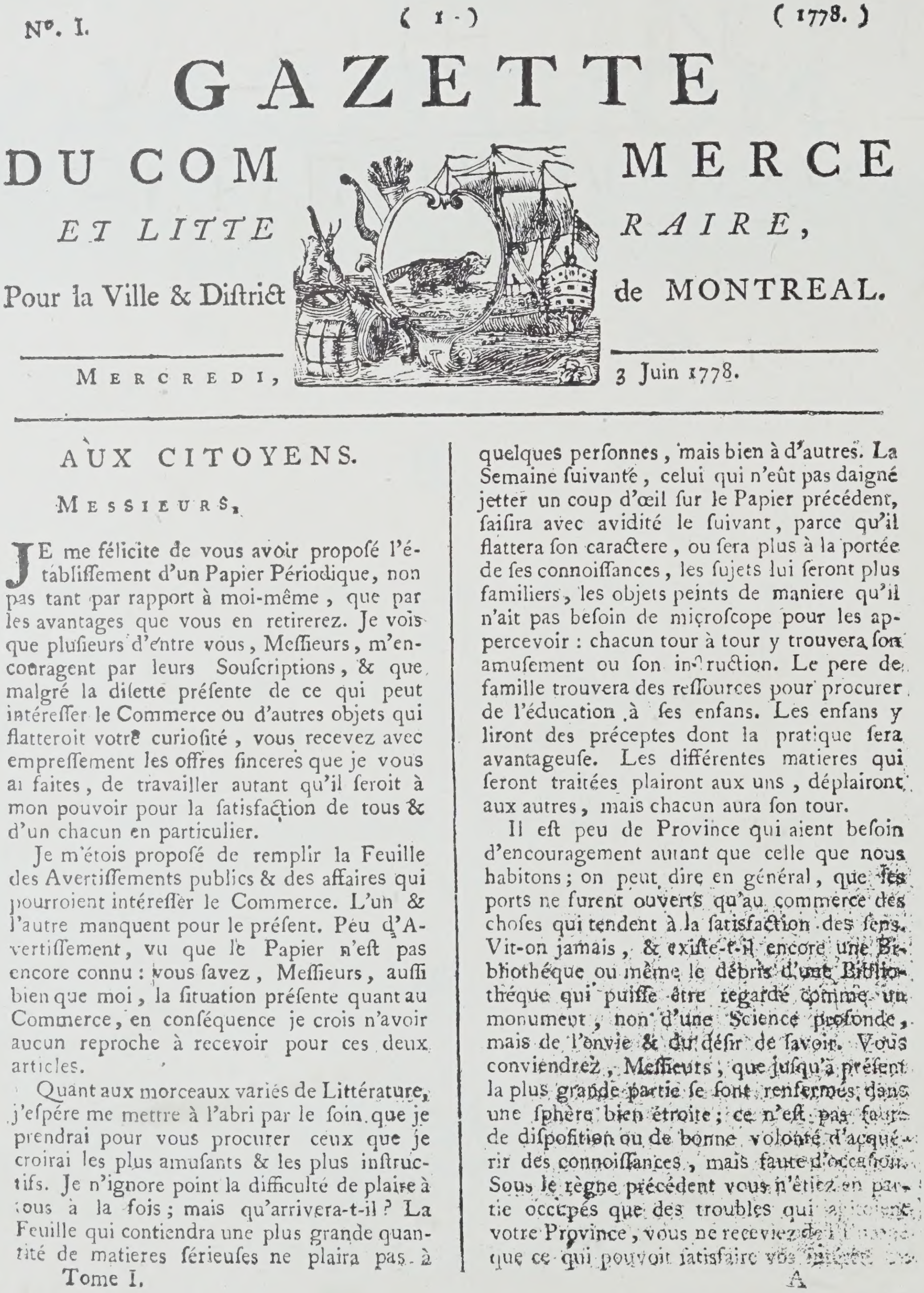
The Metropolis of Canada

The Rise, Progress and Development of its
Industries, Commerce, Transportation
Facilities, Resources, Banking
and Real Estate Values.

The Men who have Made and are Making
Montreal.

With a History of **The GAZETTE** From its Establishment in 1778.

PUBLISHED BY THE GAZETTE PRINTING COMPANY, LIMITED,
MONTREAL, SEPTEMBER, 1907.



Nº. I. (1) (1778.)

GAZETTE
DU COMMERCE
ET LITTERAIRE,
Pour la Ville & Diſtrict de MONTREAL.

MERCREDI, 3 Juin 1778.

AUX CITOYENS.

MESSIEURS,

JE me félicite de vous avoir propoſé l'établiſſement d'un Papier Périodique, non pas tant par rapport à moi-même, que par les avantages que vous en retirerez. Je vois que pluſieurs d'entre vous, Meſſieurs, m'encouragent par leurs Souſcriptions, & que malgré la diſette préſente de ce qui peut intéreſſer le Commerce ou d'autres objets qui flatteroit votre curioſité, vous recevez avec empreſſement les offres ſinceres que je vous ai faites, de travailler autant qu'il ſeroit à mon pouvoir pour la ſatisfaction de tous & d'un chacun en particulier.

Je m'étois propoſé de remplir la Feuille des Avertiſſements publics & des affaires qui pourroient intéreſſer le Commerce. L'un & l'autre manquent pour le préſent. Peu d'Avertiſſement, vu que le Papier n'eſt pas encore connu : vous ſavez, Meſſieurs, auſſi bien que moi, la ſituation préſente quant au Commerce, en conſéquence je crois n'avoir aucun reproche à recevoir pour ces deux articles.

Quant aux morceaux variés de Littérature, j'eſpére me mettre à l'abri par le ſoin que je prendrai pour vous procurer ceux que je croirai les plus amuſants & les plus inſtructifs. Je n'ignore point la difficulté de plaire à tous à la fois; mais qu'arrivera-t-il ? La Feuille qui contiendra une plus grande quantité de matieres ſérieuſes ne plaira pas à quelques perſonnes, mais bien à d'autres. La Semaine ſuivante, celui qui n'eût pas daigné jetter un coup d'œil ſur le Papier précédent, ſaiſira avec avidité le ſuivant, parce qu'il flattera ſon caractere, ou ſera plus à la portée de ſes connoiſſances, les ſujets lui ſeront plus familiers, les objets peints de maniere qu'il n'ait pas beſoin de microſcope pour les appercevoir : chacun tour à tour y trouvera ſon amuſement ou ſon inſtruction. Le pere de famille trouvera des reſſources pour procurer de l'éducation à ſes enfans. Les enfans y liront des préceptes dont la pratique ſera avantageuſe. Les différentes matieres qui ſeront traitées plairont aux uns, déplairont aux autres, mais chacun aura ſon tour.

Il eſt peu de Province qui aient beſoin d'encouragement autant que celle que nous habitons; on peut dire en général, que ſes ports ne furent ouverts qu'au commerce des choſes qui tendent à la ſatisfaction des ſens. Vit-on jamais, & exiſte-t-il encore une Bibliothéque ou même le débris d'une Bibliothéque qui puiſſe être regardé comme un monument, non d'une Science profonde, mais de l'envie & du déſir de ſavoir. Vous conviendrez, Meſſieurs, que juſqu'à préſent la plus grande partie ſe ſont renfermés dans une ſphère bien étroite; ce n'eſt pas faute de diſpoſition ou de bonne volonté d'acquérir des connoiſſances, mais faute d'occaſion. Sous le règne précédent vous n'étiez en partie occupés que des troubles qui [illegible] votre Province, vous ne receviez de [illegible] que ce qui pouvoit ſatisfaire vos [illegible]

Tome I. A

FAC-SIMILE OF THE FIRST PAGE OF FIRST ISSUE OF THE GAZETTE.

History of the Gazette

IT WAS on the 3rd of June, 1778, that The Gazette made its first appearance in Montreal. It was the first newspaper published in the town, and can now look back on a longer career than any of its Canadian contemporaries, probably than any contemporary journal on this Continent. The circumstances of its first publication were peculiar, and are thus related by the late Hon. Thos. White in his sketch of the development of newspapers in the province of Quebec:—"At the time of the American revolution things in Canada were apparently favorable to the cause of the revolutionists. Although the population, a little over 10,000, was almost exclusively French Canadian, there were a sufficient number of English residents, claiming on that ground superior advantages and treating the majority in nationality and religion with something approaching to contempt, to excite in them feelings the reverse of loyal. Under these circumstances an attempt was made to induce the Canadian colonists to join in the revolution. Col. Hazen, who took command at Montreal on 1st April, 1776, set about to obtain a new engine of war. He wrote to General Schuyler on the necessity of sending to Canada good generals, a strong army, a good round sum in silver, and a printer. Neither army, generals, or money were sent; but the printer came. A commission composed of Benjamin Franklin, Samuel Chase, and Rev. Charles Carroll started from Philadelphia for Canada to induce the Canadians to join the Congressional Cause, and to found a newspaper. With this latter object they brought material for a printing office, and a printer named Fleury Mesplet, who had been in the employ of Franklin at Philadelphia. On April 29th, the Commission and the printing material arrived in Montreal, but the Commission discovered at once that their cause was a hopeless one in Canada, in spite of the appeals of Lafayette to the French people in the name of France. They returned in May, and the Congressional troops followed close upon them. Mesplet had in the meantime set up his press in the Old Chateau near Jacques Cartier Square, which still remains as one of the few monuments of Montreal. He resolved to cast in his fortunes with the Canadians; and after the publication of a couple of works, he, in 1778, started The Gazette.

The Address of the Printer to the Public read as follows:—

To the Citizens of the town and district of Montreal:

Gentlemen:—The establishment of a periodical paper appears to me, as to many others, a project of such nature as to deserve your attention in every respect, by which means trade and commerce will be carried on with greater facility, correspondence with a greater ease, and a noble emulation will naturally ensue to the great advantage of the public: the citizen will with more speed, and in a conciser manner, communicate his ideas, hence the progress of arts and sciences in general, and the necessary introduction to concord and union among individuals from which flows several advantages to Society, which you are more sensible of than I can express, and too long to be here enumerated. These advantages are not less with respect to private interest, the facility of giving notice to the public at any time of the sale of goods, or merchandise, moveables, houses, lands, besides the conveniency of advertising for lost effects, slaves deserted from their masters, the want of clerks or of servants, and many other things that the opportunity of this paper will offer.

I propose to fill a sheet with public advertisements and other affairs immediately concerning trade and commerce, to which will be added some diversified pieces of literature. I dare flatter myself, as I hope, gentlemen, as you will encourage this my feeble beginning, that you will in a short time see with satisfaction not only a great variety of notices and advertisements, but also a collection of facts both entertaining and instructive. I will endeavour to procure a choice collection of the newest pieces, and I don't doubt but that this will stir up the genius of many who have remained in a state of inaction, or could not communicate their productions, without the help of the press. I will insert in the above paper or "Gazette" everything that one or more gentlemen may be pleased to communicate to me, provided, always, no mention be made of religion, government, or news concerning the present affairs, unless I am authorized from government for so doing: My intention being only to confine myself in what concerns advertisements, commercial and literary affairs.

If the title of "Board of Intelligence," or "Commercial and Literary Gazette," which I propose to give this periodical, be not found convenient, I will be glad to receive any gentleman's advice on the subject, as also any objections which might be made against the following conditions: The subscription money will be 2½ Spanish dollars per annum. The subscribers will pay one Spanish dollar for every advertisement inserted in the said paper during three weeks successively.

Those not subscribers will pay 1½ Spanish dollars for every advertisement printed thrice as above.

Everyone that is not a subscriber may have the paper at 10 coppers. The said paper will be printed on a quarto-sheet of paper, and will be delivered every Wednesday, to begin on June 3rd, 1778.

All persons who choose to subscribe are desired to let me know their name and their place of abode.

I have the honor to be, with a sincere desire to contribute as much as is in my power to the advantage and public satisfaction, Gentlemen,

Your most obedient and humble servant,

F. MESPLET, Printer.

The publisher placed foremost among his aims the facilitation of trade and commerce, and the original title of the paper was "Gazette du Commerce et Littéraire pour la ville et district de Montréal." But the first number was taken up entirely with literary selections, moral and amusing anecdotes, etc. For the lack of commercial intelligence the publisher thus quaintly apologized:— "I had proposed to fill the sheet with public advertisements and with matter which might be interesting to Commerce. Both are wanting for the present. Few advertisements, seeing that the paper is not yet known; you know, as well as I, gentlemen, the present position of our commerce; in consequence I believe I will have no complaints against me in respect of these two matters."

Advertisements, however, soon began to come in, and some of them offer curious illustrations of the difference in the manner of life then and now. In the second number, Jean Bernard exhorts thrifty householders not to throw away their ashes, but to sell them to him at 10 coppers a bushel. Wood was then universally burned for fuel, and the ashes formed an important article of commerce. The fourth number draws attention to another by-gone institution, an advertisement for a runaway slave:— "Ran away on the 14th inst., a slave belonging to the widow Dufy Desaulnier, aged about 35 years, dressed in striped calico, of medium height, and tolerable stoutness. Whoever will bring her back, will receive a reward of six dollars, and will be repaid any costs that may be proved to have been incurred in finding her."

One M. Lequay advertises to counteract the venom spread against him by those who say that he has no right to exercise the office of a notary. Auctioneers, who in these days are only taxed by the Government, were, in those days, appointed by it as well, as appears by an advertisement of Mr. Joseph Howard announcing that he had been named by His Excellency, Governor Carleton, "vendue-master" for the town and district of Montreal, and inviting all such as may have occasion to dispose of either houses, lands, tenements, household furniture, merchandise, or effects of any kind, by public auction, to apply to Mrs. Howard, who will dispose of the same in the absence of her husband.

The publisher in the early numbers kept very strictly his rule to give no news concerning the present affairs unless authorized by the Government. Except three lines announcing the execution of one Nicholas Thibault on Aug. 21st, 1778, for the murder of a slave on Lake Huron, there was very little general news in the first issues. The arrival and departure of the Governors, however, gave THE GAZETTE the opportunity of publishing some account of current events without giving offence to those in authority. The addresses may be commended to the present generation not only for their loyalty, but for their admirable brevity. When Sir Guy Carlton finished his term of office as Governor in July, 1778, the following addresses were exchanged:—

"To His Excellency, Sir Guy Carlton, Knight of the Most Honorable Order of the Bath, Governor of the Province, etc:—

"The happy days which we have enjoyed under the mildness of your Government have passed away; but the regrets which your departure causes to all honest and faithful Canadians will never be effaced from our hearts. That which alone consoles us is the thought that His Majesty will call you to fill a more distinguished position than that which our province affords. We beg your Excellency to accept our sincere acknowledgements, and to convey to His Majesty the assurance of our zeal and attachment. We will do our best to continue them to our new Governor. We have the honor to be with profound respect,

"Your Excellency's most humble and most obedient servants.

"9th July, 1778."

"Quebec, 15th July, 1778.

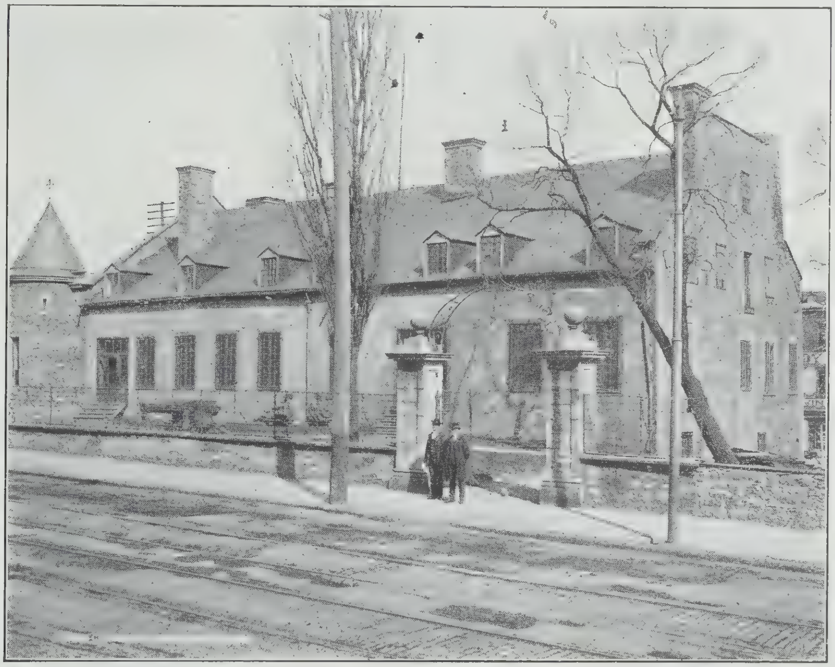
"Gentlemen, I have abundant thanks to offer you for your kind address of 9th inst. I wish you all kinds of happiness and prosperity. It is to me a special satisfaction that I leave you under the care and protection of a General whose experience and virtues afford you the happiest anticipations of a wise and equitable government.

"Your most humble and obedient servant,

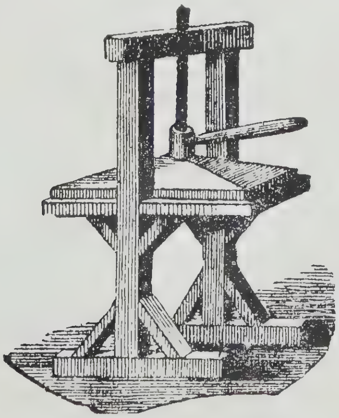
"Guy Carlton.

"Col. Sevestre,
"Commanding the Militia at Montreal."

The arrival of General Haldimand seemed to the publisher an occasion for enlarging his liberties, and he gives the following account of the event in the issue of Aug. 12th, 1778:—" On the 8th inst, at 6 P.M., His Excellency General Haldimand made his entrance into the town amid discharges of artillery from the Citadel and the vessels in the harbour. The English merchants were in the front, followed by the Canadian Militia, and the regulars, the



THE CHATEAU DE RAMEZAY WHERE THE GAZETTE WAS FIRST PRINTED



BEN. FRANKLIN'S PRESS ON WHICH THE FIRST ISSUE OF THE GAZETTE WAS PRINTED, IN THE CHATEAU DE RAMEZAY, MONTREAL.

whole forming a line from the Quebec Gate to the Company's house where His Excellency now resides. A band of about 600 Indians, with Messrs. St. Luc de la Corne and Campbell, their officers and interpreters at their head, came out of the town and welcomed the new Governor with cries which proclaimed the joy they felt at his arrival. The citizens of the two nations proved their gratification by their enthusiasm and cheerful countenances," and so on. In spite, however, of his care to propitiate the authorities, the publisher had an anxious time of it. In the early days of The Gazette he was afraid to receive subscriptions because he did not know whether the Government would allow him to continue publication. In the very next number to that containing the account of Governor Haldimand's arrival, he says he has already made too many enemies, and it takes him all his time to escape persecution, as the most innocent remark adds to their number. He prefers sacrificing his interests to exposing himself to further disgrace, and as a matter of fact the next weekly issue failed to appear. It had apparently been suppressed by the new Governor, for in the number which appeared the following week the publisher explains that he owes the liberty of continuing publication to the good offices of leading citizens with His Excellency, to whom he promises to prove his gratitude. Most of the succeeding numbers are taken up with discussions as to the opinions of Voltaire, the utility of an Academy of Science, and other subjects of apparently safe generality; but even so the publisher did not avoid offence, for, an anonymous correspondent from Quebec appearing to get the better of one from Montreal, the subscribers to The Gazette expressed their disapproval. The publisher stuck to his guns, and asked why the Montrealers did not conduct the controversy with the same propriety as the gentleman of Quebec. His next difficulty was more serious. In April, 1779, he published a report of a recent judicial decision, and invited comment upon it. The Judge concerned summoned him to the Court and admonished him against a repetition of the offence. The publisher seems to have stood his ground boldly, claiming that no one, except the Governor, had any right to interfere with him. In the next number, in a fine, sarcastic vein, he advises contributors to The Gazette to observe the following precautions:—

"There will not be printed in the paper a single paragraph tending to procure public instruction.

"Nor any reflection on the conduct of persons proposed by the Government for the administration of justice, or their judgments, even though they should be known and proved to be against the laws, because this is none of our business, and you should submit and consider their judgments with the eye of faith.

"Nor any work which would tend to destroy, or even to cast the least doubt upon their infallibility.

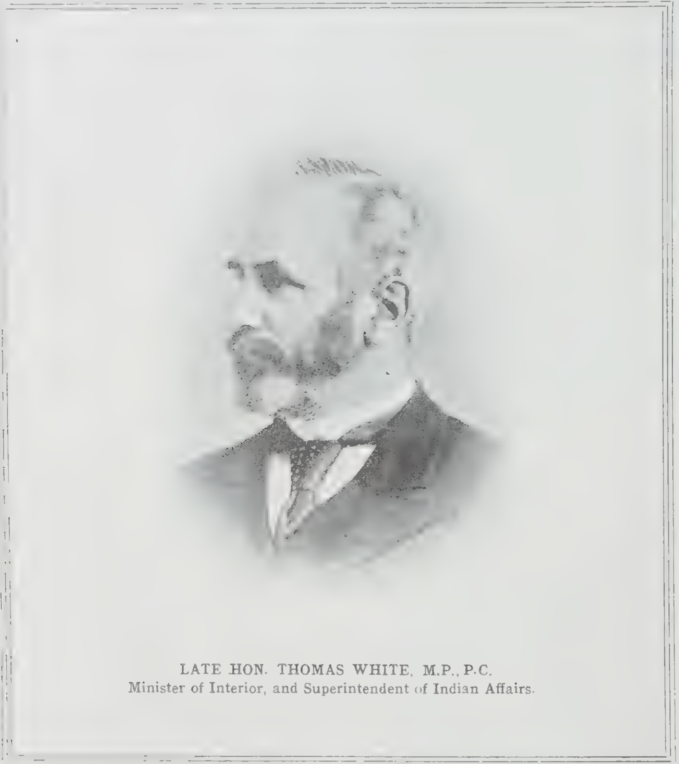
"Nor any writing in which it appears that we seek to diminish the Civil despotism which they claim for themselves; you should respect it.

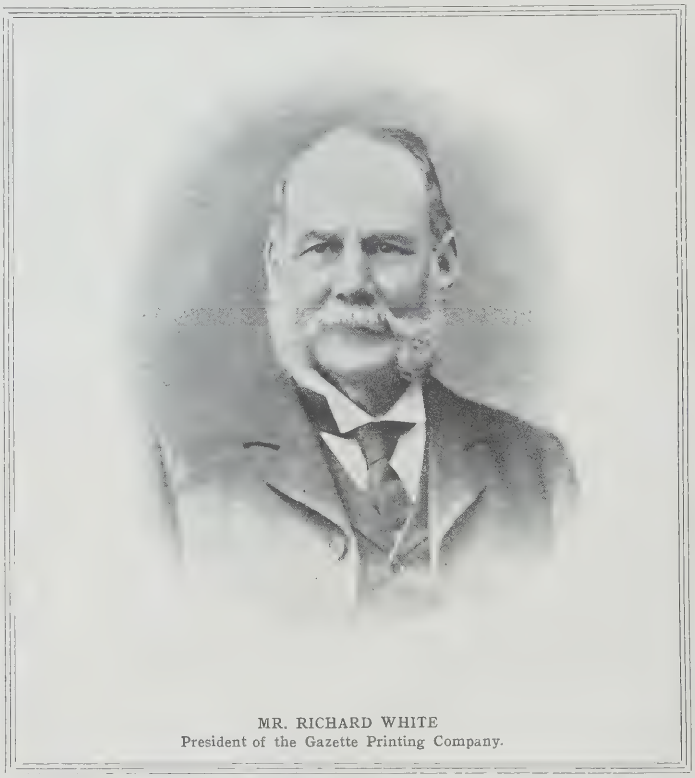
"Nothing, finally, which could oblige individuals to keep themselves within the limits of duty, of power, and of honesty."

In spite of this defiance, the paper continued to appear and to concern itself with the legal quarrels then attracting public attention. But in the end the hand of authority proved too strong for the adventurous publisher. In the fall of 1779 a warrant was issued for his arrest, and he was conveyed to Quebec, where he was ordered to be confined during His Majesty's pleasure. As a natural consequence, The Gazette suspended publication. Mesplet petitioned to be released or brought to trial, but the authorities evidently thought that he needed a lesson, and for some time the only privilege he could obtain was that of taking exercise within the prison walls. At length a petition from Madam Mesplet secured the prisoner's release, and the publication of The Gazette was resumed. This appears to have been in 1785, and some issues bearing that date were shown at the Caxton Exhibition in Montreal in 1877. A copy of June 5th, 1788, shows the paper had made considerable progress since it was started ten years before. It was still published by F. Mesplet, but had been enlarged from quarto to foolscap, four pages, and was printed in double columns in both languages. The original issue was printed in French. The most notable change, however, was that it began to take on the character of a newspaper, publishing news from Constantinople (dated Dec. 29th), London (Feby. 1st), and Boston (April 28th). Although all this news published on June 5th was at least a month old, it was no doubt scanned with as much eagerness as the telegraphic despatches of to-day. The world moved at more leisure in those days, and in the absence of means of communication intelligence was slow-footed. The postmaster at Montreal gave notice on Nov. 20th, 1788, of the closing of a mail on Dec. 11th at 4 o'clock in the afternoon, to be put on board His Majesty's packet-boat which was to sail from New York for Falmouth on Wednesday, 7th Jany. following. In the winter months, the despatch of a mail to Halifax was monthly. There was not much local news in 1788. Apparently the publisher went on the principle he had announced in the first number with respect to Commercial intelligence—that his readers knew all he could tell them. A paragraph about a dinner led to a long controversy because of a supposed aspersion on the quality of the wines. The advertisements, however, still shed a light on the curious customs and manners of the day. The following advertisement shows that the "peculiar institution" had still a footing in Montreal:

"To be sold. A stout healthy, negro man, about 28 years of age, is an excellent cook. Enquire of the printer, Montreal, 1st April, 1789."

John Gustus Diehl, in an advertisement extending


LATE HON. THOMAS WHITE, M.P., P.C.
Minister of Interior, and Superintendent of Indian Affairs.


MR. RICHARD WHITE
President of the Gazette Printing Company.

to a third of a column, recounts his difficulties with his wife, who owing to his poverty had left him and was living with her brother. He implores her to appear before a notary and obtain a legal separation, as "such an act would remove the suspicion of a mercenary disposition which the world will be apt to entertain of her, in seeing a wife leave her husband because of his present inability to maintain her in the former affluent manner he used to do, and to come upon him again when his friends and his own industry might raise him again in the world." An intention which, he intimates, was already attributed to her. Another advertisement sets forth the price of bread as fixed by His Majesty's Justices of the Peace for the city and district of Montreal.

Although the publisher gave more prominence to general news, he did not neglect the literary features of THE GAZETTE. "The Poet's Corner" is a heading which regularly appeared, and was evidently regarded with considerable interest. Robert Burns had just risen to fame, and several of his poems were printed in THE GAZETTE of that date, among them were "Man was made to Mourn," "Winter," and others.

In the earlier numbers, the printer evidently avoided all reference to politics, but in 1789 the question of the establishment of a House of Assembly was a subject of very general interest, and THE GAZETTE opened its columns to a lively discussion. A correspondent, who sums up the discussion, thus lays down the arguments advanced for and against, with some excellent principles which have not yet lost their appropriateness:—"We are all Canadians and subjects of Great Britain. The distinction of old and new subjects ought to have been done away with long since. The prosperity of this country much depends on the unanimity that prevails among us. I am of opinion that much good may be derived by a House of Assembly. Yet I fear the consequent evils, one of which is that of taxing a country unable to support the dignity of a House. The peasantry would not easily digest what that House of Assembly might impose and few, if any, of their class would be able to share in the legislation. It will therefore be the policy of Government to procrastinate this event until the province is really and fully anglified, when, perhaps, a House of Assembly may be better known and received with the united voice of approbation."

The Councillors to whom legislation was then entrusted were not popular. The fact that they were dependent on the Government for their positions made the Council a refuge for placemen and pensioners. The salary was too trifling to render a man independent. A correspondent of THE GAZETTE in 1789, gives the alleged diary of one of the Montreal Councillors. It is, no doubt, imaginary, but is interesting for the light it throws on the manners and customs of the time. The Councillor takes with him as provisions for his six days' journey to Quebec, "a roast turkey, 15 onions, a loaf of bread, a bag of oats for my horse, and two bottles Spanish wine, somewhat sour." He lodges with the habitants on the way, not being fond of taverns; "the English always get drunk at these places." For the lodging of himself, horse, and servant at the first resting place, the man asked him 30 sous. "I offered him 20, told him he was an extortioner, and I was a Councillor. He grumbled and took the money. The habitants grow saucy; the English spoil them." At the next house he bargained for 15 sous for lodging and hay. On arrival at Quebec, the Councillor made up his account, and calculated that he would save £96 on his year's salary. He resolved not to oppose the strong party as he might lose his place. After returning thanks for his safe arrival, and writing to his wife the price of hay and apples, he went to bed resolving to "go and confess to-morrow."

Up to the end of 1789, THE GAZETTE was printed by its original publisher, F. Mesplet, 40 Notre Dame St. In 1795 it passed into the hands of Thomas A. Turner, and was issued from an office on the corner of Notre Dame and St. Jean Baptiste Streets; a single number bearing date Nov. 14th, 1796, and bearing this publisher's imprint, was shown at the Caxton exhibition, but the next volume preserved (1804) was printed by E. Edwards, 135 St. Paul Street, which was then one of the principal streets of the city. The following advertisement of the first theatre opened in Montreal appeared under date Nov. 10th, 1804:—"Mr. Ormsby from the Theatre Royal, Edinburg, respectfully informs the ladies and gentlemen of Montreal, that he intends, with their approbation, establishing a company of comedians in Canada, to perform in Montreal and Quebec alternately, The theatre in this city is fitted up in that large and commodious house next door to the Post Office, where will be presented on Monday evening, 19th inst., a comedy in five acts called "The Busy Body," to which will be added the much admired farce called "The Sultan."

"N.B. Particulars in advertisement for the evening. Boxes 5s; gallery 2s. 6d. Tickets to be had at Mr. Hamilton's Tavern, the Montreal Hotel, and at the Theatre where places for the boxes may be taken."

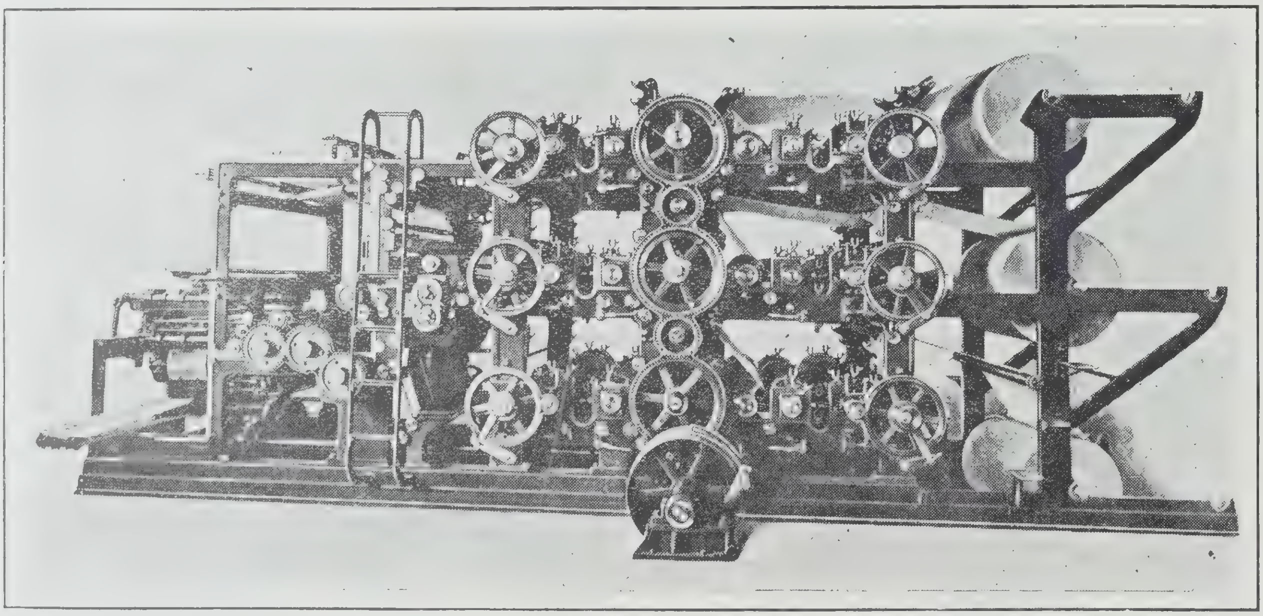
The advertisements were still full of curious side lights on the state of society. Take, for instance, the following:—"Ran away from the subscriber; Alexander Thompson, an indentured apprentice, about 22 years of age, 5 ft. 5 in, in height, red curly hair and bandy legs. All persons are hereby forbid hiring him under penalty of law. Any person who will bring him back shall receive three pence reward, no charges paid.

"7th June 1806. William Gilmor."

In spite of his red hair and bandy legs, Alexander Thompson was estimated at three times the value of another fugitive advertised for in the same issue:—

"Run away from the subscriber, Alex. Kingsbury, an indentured apprentice boy about 18 years of age, of a brown complexion. All persons are hereby forbid harbouring or trusting him under penalty of law; any person who will bring back said boy shall receive one penny reward, and no charges paid."

But if the apprentice system, judged by such advertisements, was nothing more or less than industrial tyranny, there were points in which the beginning of the last century bears comparison with the opening of the new. We should find it hard to parallel now-a-days the transparent and confiding honesty of the following notice:—"The person who lost a silk umbrella at the time of the ship launch on Saturday, may receive it on application at the printers."



POTTER THREE-DECKED WEBB PRESS, ON WHICH THE GAZETTE IS NOW PRINTED.

An examination of some of the papers published in the first quarter of the century, shows that they were small in size and altogether different from the journals of to-day. There were then no telegraph or cable lines, and no news as brought later by the Atlantic Steamship lines; or even by the fast sailing packets which became the pride of the American marine, but which in turn had to give way before the potent force of steam. The news published by The Gazette of those days from the Mother Country and Europe was two months old, on the average. We had a statement of the political facts that transpired in those days, both English and Continental. There was not very much leader writing. The sympathies expressed were British as opposed to American. Ontario was almost unsettled. But the U. E. Loyalists, who had come after the American Revolution, were making their way, and the kind of political questions came to the front of which Mr. Papineau became the exponent. The advertisements and local items were much of the same character as to-day, and even some of the old names are yet familiar. From the year 1825 to about 1829, The Gazette was published weekly by one Brown, whose small printing establishment occupied the upper flat of a house on Notre Dame Street a little west of Christ Church Cathedral, and about 100 yards east of Place D'Armes. Sometime during 1829, Brown disposed of his interests in The Gazette and printing business to one Chamberlain who continued to publish the paper from the same premises semi-weekly.

During the year 1832 Mr. Robert Armour, a retired Glasgow merchant, arrived in Montreal with his family, and purchased the entire establishment from Chamberlain, moving the plant to more suitable premises in a three-story building on the west side of little St. James Street near St. Lambert Hill, and immediately in rear of Christ Church Cathedral. Mr. Armour having now made, for that time, extensive additions to his printing plant, was encouraged not only to issue The Gazette in an enlarged and improved form, (four pages royal, six columns to the page), but also to make it a tri-weekly evening paper, his son Andrew being the recognized editor. In 1836 Mr. Chisholm, from England, having assumed editorial charge of the paper, Mr. Andrew Armour retired, and with Mr. Hew Ramsay formed the firm of Armour and Ramsay, booksellers and stationers, printers, etc., occupying premises adjoining The Gazette, and extending to the corner of St. Lambert Hill. In 1837 these establishments were removed to premises on the corner of St. Francois Xavier and St. Sacrament streets, the newspaper and job printing departments occupying the upper flat and the bindery the lower flat, while the book and stationery departments extended up St. Francois Xaxier Street as far as the post office, which at that time was situated at the corner of Hospital and St. Francois Xavier Streets. Gas was then introduced into the printing establishment for the first time, and was a vast improvement on the tallow candles previously used; even coal oil had not yet been discovered. In 1841 these combined establishments were again removed to more convenient premises on the south side of St. Paul Street, near St. Gabriel. Mr. Robert Abraham, it is believed in 1844, who had been for some years The Gazette Liverpool Correspondent, came to Montreal and became by purchase the proprietor of the newspaper. He had brought with him a cylinder press, the first introduced into Montreal. Mr. Abraham ventured on another enlargement of the paper, and commenced issuing it daily during the summer months while it remained tri-weekly during the winter. It is believed that this was the first newspaper issued daily in Canada for half the year. Mr. Abraham was a very able journalist, and was recognized as by far the most able writer of the English newspaper press of his day in Montreal. He was assisted by Mr. H. McIver, also a very able writer, who for years after his connection with The Gazette made his mark as a newspaper writer. Up to 1847, Montreal was practically without either railways or telegraphs, but Judge Breble, from Portland, had come and delivered a missionary lecture in favor of the broad-gauge Grand Trunk Railway, and his words had fallen on willing ears. In 1852 the railway was begun, and stimultaneously the telegraph line sprang up. The Gazette ardently supported these great enterprises. In the year 1848 Mr. Abraham, who was getting advanced in years, desired to retire from the active life of a journalist. He therefore sold his interest in The Gazette to the firm of Ferres & Milne, the senior member, Mr. James Moir Ferres becoming the new editor. Mr. Ferres had previously held a position under the Government, from which he was dismissed for political reasons, and this fact was the occasion for a long series of exceedingly bitter letters in the style of Junius which were published in The Gazette while Mr. Abraham was still editor, Mr. Francis Hincks (afterwards Sir Francis), being particularly attacked. In 1848, when Messrs. Ferres & Milne came into possession of the paper, they removed it from the premises formerly occupied, to others, more commodious, on the south side of St. James Street, on the site of the present City and District Savings Bank. The Gazette under its new management continued to make its mark in the controversies of the day of the nature already indicated, until 1849, when the Baldwin-Lafontaine Government introduced the Rebellion Losses Indemnity Bill in the Legislature. The Gazette commenced a crusade against the measure. Mr. Ferres, who was quite sincere in his feelings, poured out a torrent of denunciation and vituperation which produced an excited agitation and the subsequent deplorable consequences. A point which largely moved the policy of The Gazette at that time was the answer to a monster and strongly worded petition sent to the Queen setting forth all the iniquities of the Rebellion Losses Bill, and the indignities to which it exposed the loyal population. The answer was not long in coming. It was to the effect that Canada had been granted Constitutional Government, that the will of the majority must prevail, and therefore Her Majesty's Government could not intervene.

Salutary as that medicine in the end proved itself to be, it was at that time an exceedingly bitter potion. It rankled deeply in the hearts of the excited petitioners. It led many of them to the signing of an Annexation Manifesto, which followed shortly after in a year of bad times. But The Gazette, badly snubbed as it had been by the answer from England, was not to take its place *dans cette galere.* Mr. Ferres denounced this movement as bitterly and vehemently as he did the Rebellion Losses Bill, and overwhelmed the signers with ridicule. Events soon showed that the movement had no real foundation in the hearts or feelings of the people, though it caught, for a time, such men as Messrs. John Rose, Alexander Galt, Peter Redpath and John J. C. Abbott. In a short time it utterly collapsed, and the best men who had taken part in the movement became ashamed of what they had done. It may be said that The Gazette by its very energetic action at that time did a public service.

In 1853 the firm of Ferres & Milne sold out their interest in The Gazette to the firm of Lowe & Chamberlain, both of whom had been regular attaches of the paper since 1849. When The Gazette passed into the hands of the new firm it had a cylinder Taylor press and no steam engine, a very strong and very black negro and another, working a fly-wheel that supplied the motive power to the press. A steam engine was soon procured, and the single-cylinder Taylor was followed by a single cylinder Hoe press, which in its turn was followed by a double-cylinder press. The offices and plant were removed in a short time to the opposite side of St. James Street, where still larger premises were obtained, the building extending back to Fortification Lane. Almost immediately after coming into the hands of the new proprietors, The Gazette commenced publication daily all the year round, instead of only in the summer months, taking this action simultaneously with the Herald, these being the first all-the-year-round daily papers in Montreal. The keynote of the political policy which was struck by the new proprietors, and which led to the largest consequences, was total abandonment of all the old exciting cries as things dead and buried, and relating to an utterly impossible position after the answer of the Imperial Government to the Rebellion Losses petition to the Queen. It further happened at that time that Mr. George Etienne Cartier, a young man who had become a figure at political meetings although he had not then obtained Ministerial rank, had sympathy with the views then expressed by THE GAZETTE. The natural consequence was the forming of a warm and lasting friendship between him and the new conductors. It was understood that the cry of both should be railroads and progress; and the extending and opening up of all possible channels of intercourse; giving responsible Government full swing, with systematic cultivation of feelings of amity among all classes of the population. It may be mentioned as a fact in this connection that Mr. George Brown, then leader of the Ontario grits, earnestly urged the new conductors of THE GAZETTE, at a meeting in their office, to be consistent with its past, and join in his crusade of Protestant domination, but they answered in substance; "The French and the English had to live together side by side, and that peace, progress, and railroads were better than strife which, however goodly it might seem to be in the eyes of a partisan, would prove to be like the apples of the Dead Sea—sand in the mouth."

The Confederation of the British North American provinces, which grew out of the political deadlock in the old provinces of Upper and Lower Canada, was warmly advocated by THE GAZETTE, the late Col. Chamberlain, when co-editor of the paper, making the subject a special study and promoting the idea with tongue and pen. It may be stated, also, that THE GAZETTE was the first paper in Canada to start the agitation for the acquisition of the Hudson Bay Company's territory in the Northwest. That commenced in this way: Mr. A. R. Roche, then an officer of the Crown Lands Department, wrote for its columns a series of long and very elaborate communications setting forth the suitabilities and the capabilities of the Northwest for European settlement. He described the climatology and physical features of those vast areas, and produced evidence for every important statement made from the published writings of the Hudson's Bay authorities. THE GAZETTE strenuously maintained that these statements had an importance and promise for Canada not to be overlooked by Government and Parliament. At the commencement of the publication of these letters the influence of the Hudson's Bay Co. was strongly exerted to stop them. It was declared to the conductors of the paper that the whole story was a myth, and that the country was not fit for European settlement, but without avail; and it is worthy of note that in later years one of the most active and influential men in promoting the settlement of the Northwest, and in opening up communciation with it by the construction of the Canadian Pacific Railway, was Mr. Donald A. Smith, Chief Factor of the Hudson Bay Company, now Lord Strathcona, chairman of that Company. While THE GAZETTE was under the direction of Messrs. Lowe & Chamberlain, it had among its contributors some of the best writers of the day, such as Mr. T. K. Ramsay, after Judge, Judge Badgley, Canon Gilson, Thos. D'Arcy McGee, T. S. Brown, Alex. Morris, Joel C. Baker, William Little, W. C. Mack, Mr. Benjamin, M.P., and others. The late Mr. Alfred Perry made his first mark in his letters to THE GAZETTE on the Paris Exhibition, and Mr. Thos. White for a period was its parliamentary correspondent. Other correspondents before and after 1870 were Hon. John Young, Mr. William Workman, and Mr. Henry Lyman. In 1867 the Montreal Printing and Publishing Company was formed to acquire the property of THE GAZETTE, Mr. John Lowe becoming managing director. In 1870 he retired to become secretary, and afterwards deputy minister, of the Department of Agriculture, and the Company in that year transferred the paper and plant to the firm of T. & R. White, who in January, 1871, removed THE GAZETTE to the premises on the corner of St. Francois Xavier and Craig Streets, at which, for upwards of thirty-six years, it continued to be published. The new proprietors, who had come from Hamilton, where they owned "The Spectator," were born and educated at Montreal, so that they were no strangers to the city. They brought to their task a ripe experience in journalism. It was no small advantage to them that they both knew and were known in Ontario and Quebec, and their politics were those of the paper they had acquired. Mr. Thomas White assumed the editorial chair, while his brother, Mr. Richard White, took the business management. The period was a critical time for Montreal, and Mr. Thomas White found ample scope for his energies. The railway policy that preceded the inception of the Canadian Pacific Railway, and the business depression which reached its culmination in 1879, not only furnished him with problems to solve but opened out fresh avenues of public service. His share in the work of the Montreal and Dominion Boards of Trade is on record in its due place. He also took a prominent part in local works of sanitation, medical charity, education, religion (in connection with the Church of England Synods), and in fact in every movement that tended to benefit the country or the city, and his character as a public benefactor reacted on the paper he directed. He was passionately fond of politics and possessed exceptional aptitude for public life. In his day there was no better platform speaker in Canada, and his services as a speaker on all sorts of occasions and at all kinds of gatherings were in constant demand. Although a candidate for the Ontario Legislature in 1867, when thirty-seven years of age, and subsequently a candidate for the House of Commons in Prescott county and twice in Montreal, it was not until 1878 that he succeeded in entering

Parliament, being returned for the riding of Cardwell, Ontario, which constituency he continued to represent until his death, while a minister of the Crown, on April 21st, 1888. The aggregate majorities against him in his three first elections were only 15, and in each instance he had entered constituencies held by his political opponents. His election for Cardwell was followed by a dinner given him by his friends in Montreal, and which had the distinction of being the most largely attended banquet ever given to a public man in the city up to that date. Under the management of Thomas and Richard White, THE GAZETTE and the business associated with it grew steadily in volume and importance. It was recognized as the leading medium of information touching commercial and financial interests, and as a trustworthy vehicle of general news. In 1878 the firm name was changed from T. & R. White to "The Gazette Printing Company." The types and presses and other mechanical outfit of the establishment had been extended and improved with the march of invention and manufacture, and the management had adopted the principle that, in conducting a business, the best is the cheapest. In a sketch of Montreal published some twenty odd years ago, the author spoke of THE GAZETTE as the best equipped and most complete establishment of the kind in Canada. If this description was correct in 1886, it is much more applicable to the situation of THE GAZETTE and its interests to-day. The fifteen years during which Hon. Thos. White was editor-in-chief were eventful years in the history of the world at large as well as of Canada, and it was the aim of the publishers to keep its readers informed fully of happenings at home and abroad. At the same time THE GAZETTE has been kept as far as possible from anything approaching to sensationalism. Its conductors have had steadily in view the needs of the business community, and have endeavored to furnish trustworthy reports of all proceedings in which it was concerned. To some the course of the paper may at times appear ultra-conservative, but the proprietors have not deemed it wise to alter their moral standard, or to depart from traditions which time has proved sound. It has always been a clean newspaper. Its advocacy of measures and its criticism of policies have been made without partisan bitterness, and with a single eye to the general welfare. As a consequence it is held in respect by its political opponents and its influence is very wide. Writing more than seventy years ago, Newton Bosworth said of THE GAZETTE: "It is distinguished by the copiousness of its intelligence, particularly on local and domestic subjects, and it is of a more literary cast than the others." THE GAZETTE of to-day tries to be true to what is best in its past. The writings of "Laclede" (the late John Talon Lesperance) gave for many years a special interest to its pages. His "Ephemerides" had a literary flavor which won the paper many friends, and some Canadian writers who have since made their mark received their first recognition and encouragement from Laclede's kindly and discerning pen. In later years, Mr. Martin J. Griffin, the Librarian of Parliament, has weekly contributed to its columns, under the heading "At Dodsley's," the most brilliant and informing reviews that have ever appeared in the Canadian press, and the equal of which can, perhaps, not be found in any contemporary newspaper. As a stylist Mr. Griffin is unsurpassable, and his weekly contribution is the delight of thousands of readers. Another department which gives a special character to THE GAZETTE is entitled "Old and New," and is conducted by Mr. John Reade. More than forty years ago Mr. Reade became associated with the paper as an editorial writer and reviewer, and he takes rank to-day as the doyen of the Canadian press. A ripe scholar, a poet of exquisite taste, a marvelously prolific writer, possessed of an exceptionally wide fund of information on almost every topic, he has aided in very large measure in giving to THE GAZETTE the high character it enjoys. The editor-in-chief, Mr. Samuel L. Kydd, who has held that position since the retirement of Mr. R. S. White in December, 1895, to the office of Collector of Customs of the port, has adhered firmly to the best traditions of the paper. Mr. Kydd's predominant characteristic is coolness and common sense. He has never allowed the paper to be stampeded into hysterics, and has dealt so fairly and impartially in his criticism of public affairs and the policies of political parties, as to win the respect of opponents and the confidence of friends. As a writer of pungent paragraphs he has no equal on the Canadian press. The fact that for some years past THE GAZETTE has been the only English morning daily published in Montreal, has not induced indifference to the public on the part of the management. At no period in the past has the paper been so good in a news sense as to-day, and its influence has widened as its circulation grows. Presiding over and guiding its destinies for now more than thirty-seven years has been Mr. Richard White, President of the Gazette Printing Co., a thorough business man whose sympathies have not been confined to the counting room or the editorial offices, but who for more than a quarter of a century has been one of the most active citizens in promoting the well-being of Montreal, In the Synod, in Hospital work, in the Board of Trade, as president of the Turnpike Trust, as Harbor Commissioner, as Alderman, Mr. Richard White has been an energetic, indefatigable worker, while his name is never absent from the list of promoters of all movements tending to the progress and prosperity of the city, and the advantage of its people. In a remarkable degree, indeed, the proprietors of THE GAZETTE, Mr. Thomas White, until his death in 1888, and Mr. Richard White, to this day, have been intimately a part of the public, philanthropic and commercial life of Montreal since they took over the paper in 1870. A few years ago, having established the business on a substantial footing, Mr. Richard White turned over the active business management to his son, Mr. Smeaton White, who had grown up in the concern, and under whose direction the dimensions of the business have steadily increased. THE GAZETTE, in September, 1907, moved to its premises on St. Antoine Street, on the corner of St. David Street, the old building which had housed the paper for nearly forty years having been sold to the Dominion Government for the extension of the Post Office. The new premises are most conveniently situated in the heart of what is rapidly becoming a most important commercial centre. The building was erected specially for The Gazette Company, and is the largest printing establishment in Canada. Besides the paper with its attendant mechanical appliances, presses, typecasting machines, stereotyping, etc., there is a very large job-printing department and a bindery. The occupation of new premises afforded THE GAZETTE opportunity of renewing much of its equipment, and to-day no printing house in the Dominion has superior facilities for printing, binding and publishing than has this, the oldest newspaper in Canada, if not on the Continent.

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MONTREAL

THE HISTORY of Montreal may be divided into two great epochs—the romantic and the practical, the era of chivalry and the era of commerce. It was in 1535 that the intrepid mariner, Jacques Cartier, set sail from St. Malo, France, on a voyage of adventure and discovery which was to carry him to the site of the present city of Montreal. His flotilla consisted of three vessels, the *Great Hermina* the *Little Hermina*, and the *Hermerillon*, the largest about 120 tons, and on May 19th the expedition departed. Newfoundland was reached on July 26th, and proceeding along the north shore they came to "a goodly great gulf, full of islands, passages, and entrances towards what wind soever you please to bend." It was on August 10th, 1535, that Jacques Cartier ascended the gulf, and being the festival of St. Lawrence, he gave that name to the bay, and afterwards extended it to the whole river. On August 16th he reached Quebec, then called Stadacona, but being told that Stadacona was not the principal place of the country, but that that honor belonged to a more considerable settlement several days' journey up the river, and known by the name of Hochelaga, thither Jacques Cartier determined to proceed. On October 2nd he, with a little company of thirty-two, landed about six miles below the town. Having gorgeously attired himself, he set out with his companions, accompanied by three Indians as guides, to visit the town. As they drew near it they were met by the Lord of the country, Agouhanna by name, who was borne on the shoulders of several natives. When the party were all seated, the natives brought in diseased men, lame, blind and deaf, and laid them before Cartier that he might touch them, for they thought that he was a God who had descended from heaven to heal them. He recited the Gospel of St. John, and prayed that God would open their hearts that they might receive His holy word and be converted. Cartier thus describes the village of Hochelaga as he first viewed it: "There are in the town about fifty houses, each fifty paces long and fifteen or twenty broad, built all of wood covered over with the bark of the wood, as broad as any board and cunningly joined together. Within are many rooms, lodgings and chambers. In the midst of every one there is a great court, in the middle whereof they make their fires. They live in common together, then do the husbands, wives and children, each one, retire to their chambers. They have also in the tops of their houses certain garrets, wherein they keep their corn to make their bread. The people are given to no other exercise, but only to husbandry and fishing for their existence." It was at this time the beautiful mountain, rising behind the city and constituting its chief ornament, received its baptism, Jacques Cartier naming it "Mount Royal" in honor of his King, a name it has ever since continued to bear. On October 4th Cartier re-embarked and returned to Stadacona, where he passed the Winter, sailing for France the following Spring. Such, in brief, is the history of the first visit of a white man to the spot where Montreal now stands. It was marked by no incident of importance and followed by no practical results.

For a century thereafter the history of Montreal was uneventful. Champlain in 1603, ascending the St. Lawrence as far as the Lachine rapids, found the village of Hochelaga almost deserted, but six years later, in 1609, the Huron Indians had re-occupied the place. In 1611, Champlain again visited Hochelaga, where he chose a site and cleared ground for a trading post. The spot chosen was immediately above a small stream which entered the St. Lawrence at Point à Calliere—near where the Custom House now stands.—and here, on the margin of the stream, he built a wall of bricks, which he made from clay found on the spot, in order to test the effects of the ice-shove in the spring. Such was Montreal's first revetment wall and guard pier.

In 1628, Charles I. of England gave a commission to Sir David Kirk to conquer Canada. He destroyed some ships belonging to the "Company of One Hundred Associates," burned Tadousac, and sailing up the St. Lawrence, summoned Quebec to surrender. Champlain, the Governor, refused and Kirk retired. In the following year Louis and Thomas Kirk, brothers of Sir David, appeared with three ships before Quebec and again demanded its surrender. The destruction of the Company's ships in 1628 by Sir David had deprived Champlain of his supplies, and finding his provisions and ammunition well-nigh exhausted, he surrendered, upon honorable conditions, Quebec and all Canada into the hands of the British, and returned to France. The whole of the French settlements at this time were small. The fort at Quebec was surrounded by a few small houses, and the population did not exceed one hundred persons,—men, women and children, while at Montreal there were only three or four small log houses. In 1633 Canada was restored to France, and Champlain reappointed Governor, which post he retained until his death on Christmas Day, 1635. Of him it has been said, that he was a man of superior talents and of upright intentions; he was active, enterprising and valiant, and possessed of such a zeal for the propagation of religion that it was a common saying with him that "the salvation of one soul is of more value than the conquest of an Empire."

The real founder of Montreal, Paul de Chomedy, Sieur de Maisonneuve, now appears upon the scene. The story, legend, perhaps it should be termed, of how this brave, able and devout man came to head the expedition is a fascinating one. Jerome le Royer de la Dauversière, of La Flèche in Anjou, and a young priest of Paris, Jean Jacques Olier, having met each other, conceived the idea of establishing at Montreal three religious communities,—one of priests, to convert the Indians; one of nuns, to nurse the sick; and one of nuns, to teach the children of the Indians and of the colonists. The romantic story is thus told: Dauversière was an enthusiastic devotee, and one day, while at his devotions, he heard a voice commanding him to become the founder of a new order of Hospital nuns, and to establish, upon the island called Montreal, in Canada, an hospital or Hotel Dieu," to be conducted by these nuns. Dauversière was greatly perplexed. On the one hand the voice from Heaven must be obeyed; on the other, he had a wife, six children, and a very moderate income. There was at this time at Paris a young priest, Olier, twenty-eight years of age, who, while he was praying in the ancient church of St. Germain des Rois, thought he heard a voice from Heaven telling him that he was to be "a light to the Gentiles." He was also told that he was to form a society of priests, and establish them upon the island called Montreal in Canada, for the propagation of the true faith. We are told that while he and Dauversière were totally ignorant of Canadian geography, they suddenly found themselves in possession, they knew not how, of the most exact details concerning Montreal, its size, shape, situation, soil, climate, and productions. Dauversière pondered the revelation he had received, and the more he pondered, the more he became convinced that the call came from God. He therefore went to Paris, where he was strengthened in his conviction by another vision in which he heard Christ ask the Virgin three times, "Where can I find a faithful servant?" upon which the Virgin took Dauversière by the hand, saying, "See, Lord, here is that faithful servant." Christ received him with a smile and promised him wisdom and strength to do his work. From Paris he went to the Chateau of Menden, not far from St. Cloud. Entering the gallery of an old castle, he saw a priest approaching him. It was Olier, Although these men had neither seen nor heard of each other, yet impelled by a kind of inspiration they knew each other, even to the depths of their hearts, and saluted each other by name like two friends who had met after a long separation. And thus was the beginning of the "Société de Notre Dame de Montréal." In February, 1641, the Associates, with Olier at their head,

MONTREAL FROM THE HARBOR

assembled at the Church of Notre Dame at Paris, and before the Altar of the Virgin solemnly consecrated Montreal to the Holy Family, and to be called "Ville Marie de Montréal."

On May 18th, 1642, Maisonneuve and his little company of devout souls, landed on the spot which Champlain, thirty-one years before, had chosen as the site of a settlement, and where to-day—as has been said—stands the Custom House." Maisonneuve sprang ashore and fell on his knees. His followers imitated his example, and all joined their voices in songs of thanksgiving. Tents, baggage, arms and stores were landed. An altar was raised on a pleasant place near at hand; and Mademoiselle Mance, with Madame de la Peltrie, aided by her servant, Charlotte Barre, decorated it with a taste which was the admiration of all beholders. Then all the company gathered before the shrine. They kneeled in reverent silence as the Host was raised aloft; and when the rite was over, the priest, Father Vimont, turned and addressed them, "You are a grain of mustard seed that shall rise and grow until its branches overshadow the land. You are few, but your work is the work of God. His smile is on you, and your children shall fill the land." The afternoon waned, the sun sank behind the western forest, and twilight came on. Fireflies were twinkling over the darkened meadow. They caught them, tied them with threads into shining festoons, and hung them before the altar. Then they pitched their tents, lighted their fires, stationed their guards, and lay down to rest. Such was the birthnight of Montreal."

Thereafter, for half a century or more, the little colony founded by Maisonneuve, was engaged in constant warfare with the Indians, in daily dread of whom they lived. Yet the colony grew, and, in a measure, flourished. Maisonneuve returned to France in 1644 and brought back with him a reinforcement of one hundred men; in 1647, M. d'Aillebout arrived with a like number, his wife and sister-in-law, and a donation of 42,000 livres, made by Madame de Buillon, to erect an hospital on the island. A building, 60 feet long, 24 feet wide, was built for the purpose, and taken charge of by Mademoiselle Mance. In 1644, the island was made over to the Sulpicians of Paris. In 1657, Abbé Quelus came over with deputies to take possession of their estate, and to found the Seminary of St. Sulpice at Montreal for the conversion of the Indians. In the same year, Marguerite Bourgeois, a pious lady, who had journeyed to the Colony from France with Maisonneuve in 1653, laid the foundation of the building for the "Sisters of the Congregation." In 1661, by which time the colony was presided over by a governor, four hundred troops were sent from France to protect the inhabitants and relieve Montreal from its dangerous foes, the Indians. During this year the Seminary at Montreal was enlarged and an order was issued that tithes of all lands on the island should be paid to the Seminary. At about this time a great earthquake

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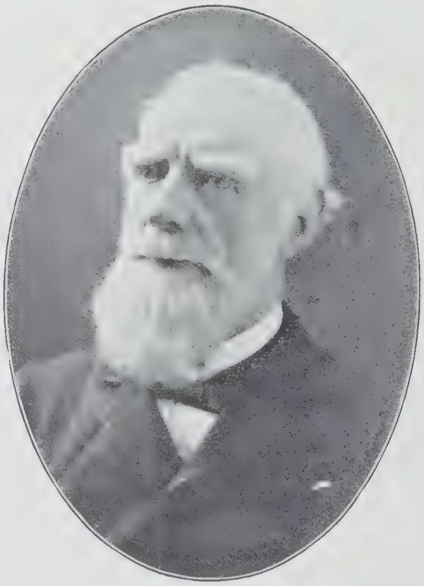
occurred, respecting which the records of the Jesuits at Quebec relate: "There are three circumstances which rendered this earthquake remarkable, the first, its duration, it having continued from February to August, though the shocks were not always equally violent. The second circumstance was the extent of the earthquake. It was universal throughout the whole of New France from Gaspé to beyond Montreal, also in New England and Acadia. It must, therefore, have extended more than 600 miles in length and 300 in breadth. Hence, 180,000 square miles of land were convulsed at the same moment. The third circumstance, which appears most remarkable of all, was that while large chasms were opened in various places, and the whole face of the country was convulsed, yet there was not a single life lost, nor a single person harmed in any way."

In 1665, the Marquis de Tracy arrived from France with the Carignan regiment. He defeated and punished the Iroquois, who had been the scourge of the little settlement at Montreal, and established forts at Ste. Thérèse, Sorel and Chambly to check their incursions. A quaint episode in the early history of the city is connected with this Carignan regiment. These veterans when their time of service had expired were disbanded, and decided to settle in Canada. In embracing a farmer's life they found themselves in need of many things not formerly deemed essential, above all they needed wives. A lot of girls were thereupon selected in France and shipped to Canada to supply the want. Baron La Hontan has left us an amusing account of the consignment of prospective brides which were sent out in 1684. "After the reduction of these troops many vessels loaded with girls were sent out under the direction of some old beginners, who divided them into three classes. These damsels were, so to speak, piled up the one on the other in three different chambers where the husbands chose their wives in the same manner as the butcher goes to choose his sheep in the midst of a flock. There was material to content the fantastical in the diversity of girls in these three seraglios—for there were to be seen the tall and short, fair and brown, lean and fat; in short everyone found a shoe to fit his foot. At the end of fifteen days not one remained. I am told that the fattest were the soonest carried off, because it was imagined that being less active they would have more trouble to leave their house-keeping, and would better resist the cold of the winter; but many people who went on this principle were taken in by it. Those who desired to marry addressed themselves to the directresses, to whom they were bound to declare their property and faculties before choosing from these three classes her to whom they found to their taste. The marriage was concluded on the spot by the aid of the priest and the notary, and the next day the Governor caused to be distributed to the married a bull, a cow, a hog, a sow, a cock and a hen two barrels of salt meat, eleven crowns and certain acres,"

THE RT. HON. SIR WILFRID LAURIER, P.C., G.C.M.G.,
Premier of Dominion of Canada.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High Commissioner in Great Britain for Canada.

HON. R. L. BORDEN, L.L.D., K.C.
Leader of the Opposition in the House of Commons, Ottawa.

In 1667 there was a population of 766; a police force was organized at the head of which were four of the principal inhabitants; and many new houses were erected, notably a large stone warehouse, built by the inhabitants at their own expense, at the north-west corner of St Paul St. and Custom House Square, to serve as a public trading place with the Indians, who were provided with quarters alongside. In 1672 the streets of Montreal were regularly laid out and named as they are to-day, the only change being St. Joseph which is now St. Sulpice, and St. Francois Xavier was sometimes known as St. Michel. The widest street was Notre Dame with a width of thirty-feet, few of the side streets having more than eighteen. In 1689 the population had grown to two thousand.

From the founding of Montreal by Maisonneuve in 1642 until the Treaty of Utrecht in 1713 no long interval of peace was enjoyed by the inhabitants. There was an increasing succession of petty wars with the English of New York and their Indian allies and with the Indians alone, victory resting now with one, now with the other of the combatants. These events, however, relate rather to the history of French Canada than that of Montreal, though the latter was the base of many an expeditionary force and the scene of many a bloody conflict. With the Treaty of Utrecht a long period of tranquility was ushered in. In 1722, Sieur de Ramsay began the task of replacing the old and decayed wooded palisades which surrounded the town with stone fortifications, the cost of which was 300,000 livres, borne in equal shares by the King of France and the inhabitants of Montreal. The appearance of the place in 1720 was thus described: "The town of Montreal has a very pleasing aspect and is, besides, very conveniently situated. The streets are well laid out, and the houses well built. The beauty of the country around it, and of its prospects, inspires a certain cheerfulness of which everybody is perfectly sensible,"

HON. LOMER GOUIN,
Premier of Province of Quebec.

H. A. EKERS,
Mayor of Montreal.

HON. RODOLPHE LEMIEUX
Postmaster-General and Minister of Labor in the Dominion Cabinet.

Another picture of Montreal, is presented by the celebrated Swedish traveller, Prof. Kalm, who visited it in 1749, after the new fortifications had been constructed:

"The city is well fortified surrounded by a high and thick wall. In front runs the river, while on the other sides is a deep ditch filled with water, which secures the inhabitants against all danger from sudden incursions of the enemy. There are several churches and colleges. Some of the houses are built of stone, but most of them are timber, though very neatly built. Each of the better sort of houses has a door towards the street with a seat on each side of it for amusement and recreation in the evening. The gates of the town are numerous, there being five on the river side. Every Friday is market day, when the country people come in town with provisions. Numbers of Indians may then be seen trying to sell furs and bead-work." In this latter respect a century and a half have wrought little change.

We have now reached the period when French domination ceased in Canada, when following the capture of Quebec by Wolfe, General Amherst marched an army flushed with victory to Montreal, and de Vaudreuil, the French governor, finding resistance hopeless, surrendered. At this time, September, 1760, Montreal contained about 3,000 inhabitants. General Gage was appointed by General Amherst to be the first Governor of the district of Montreal, and with such wisdom, liberality, and equity did he administer its affairs that on the occasion of the death of George II, the citizens of Montreal presented him with an address, from which the following is extracted. — "Cruel destiny has cut short the glorious days of a great and magnanimous monarch. We are come to pour our grief into the paternal bosom of your excellency; the sole tribute of gratitude of a people who will never cease to exult in the mildness and moderation of their new masters. The General who conquered us has treated us more like victors than vanquished and has left us a precious pledge by name and deed of his goodness to us. What acknowledgment are we not bound to make for so many favors? They shall be forever engraved on our hearts in indelible characters."

From the Treaty of Paris, 1763, by which France ceded Canada to Great Britain, until the outbreak of the American War of Independence no events of great moment seem to have befallen the inhabitants of Montreal save two disastrous fires, the first in 1765, when more than one hundred houses were destroyed, and the second in 1768 when nearly as many dwellings besides two churches were consumed. We are told by General Murray that at this time there were not more than 500 Protestants in all Canada, of whom 136 were in the district of Montreal, and that the most cordial good-will existed between them and their Roman Catholic brethren is attested by the interesting fact that every Sunday afternoon from 1766 to 1786 a Church of England congregation occupied the

Church of the Recollets. Upon the outbreak of the American Revolution, it was determined by the Americans to capture Canada, the task being entrusted to General Montgomery. The initial attack was unsuccessful, Colonel Ethan Allen, with some 150 men, being defeated at Longue Pointe, a few miles below Montreal, by Major Carden and 200 Militia of the town, and Colonel Allen's force taken prisoners. General Montgomery, however, soon after appeared before the place with his army, and in November, 1775, Montreal capitulated. The American troops occupied the town during the ensuing winter, but General Montgomery having lost his life in an attempt to capture Quebec, and Benjamin Franklin having failed to induce the French Canadians to join the standard of revolt, the American Army was withdrawn in the spring of 1777.

SIR WILLIAM VAN HORNE, K.C.M.G.
Chairman, Board of Directors, Canadian Pacific Railway.

SIR CHARLES RIVERS-WILSON,
President, Grand Trunk Railway System

SIR THOMAS SHAUGHNESSY, K.C.V.O.
President, Canadian Pacific Railway.

The commercial era of Montreal now began. A constitution was granted Canada, and in 1792 the first Parliament of Lower Canada was convened at Quebec. Montreal was, for purpose of representation divided into two wards. James McGill and J. B. Durocher representing the West Ward, and Joseph Frobisher and John Richardson the East Ward. Postal arrangements were greatly improved, the streets were lengthened, widened, and given some sort of regular appearance. A court house was erected, and the town began to take on the aspect of a thriving and settled community. So we pass into the nineteenth century. In December, 1805, the news first reached Montreal of the victory at Trafalgar and the death of Nelson, an event which evoked the loyalty and the sympathy of the inhabitants. How the tidings were received is thus told: An "assembly was being held at the Exchange Coffee House, near the corner of St. Paul and St. Peter streets. After dancing, the company had descended to the supper room and while supper was proceeding a waiter brought in a packet of newspapers just received from New York containing Admiral Collingwood's despatch of the battle of Trafalgar, When the despatch was read loud huzzas shook the building, and under the enthusiasm of the moment the Chairman proposed that a monument should be erected by the citizens to the memory of Nelson, and that a subscription should be opened at once to defray the cost. The necessary sum was subscribed on the spot, a column soon after erected at the head of Jacques Cartier square and there it stands to this day. In 1807, Fulton had launched his first steamboat on the Hudson. Two years later, John Molson, who arrived in Canada in 1782, and established a brewing business in Montreal which still flourishes, a gentleman of great enterprise and public spirit conceived the idea of repeating on the St. Lawrence the feat Robert Fulton had successfully accomplished on the Hudson. Accordingly in 1809, the second steamboat in America was constructed at Montreal by Mr. Molson, christened the "Accommodation," and on Nov. 2nd of that year proceeded on her maiden voyage to Quebec. The following extract from the *Quebec Mercury* chronicles her arrival at that city: "On Saturday morning at 8 o'clock arrived here from Montreal, being her first trip, the steamboat "Accommodation," with ten passengers. This is the first vessel of the kind that ever appeared in this harbour. She is continually crowded with visitors. She left Montreal on Wednesday at two o'clock so that her passage was sixty-six hours; thirty of which she was at anchor. She arrived at Three Rivers in twenty four hours. She has at present berths for twenty passengers, which next year will be considerably augmented. She has 75 feet keel, and 85 feet on deck. The price of a passage is $9 up and $8 down, the vessel supplying provisions. The steamboat receives her impulse from an open, double-spoked, perpendicular wheel on each side, without any circular band or rim. To the end of each double spoke is fixed a square board which enters the water, and by the rotary motion of the wheel acts like a paddle.

The wheels are put and kept in motion by steam operating within the vessel." And thus began steamboat navigation on the St. Lawrence. The war of 1812-14 did not directly affect Montreal, although the city was threatened in 1813, when a plan was formed for the junction of the American forces with a view to attacking Montreal, one force from the south, the other from the west, to unite near the city. This plan was frustrated by the gallantry of the Canadian militia, who met and repulsed the advancing forces at Chrysler's farm and at Chateauguay. In 1815, street lamps were first erected on St. Paul Street, and three years later the town generally was lighted, a night-watch of twenty-four men appointed—our first police force. In 1817, the Bank of Montreal was established, the first institution of the kind in Canada, and began business in a rented house on St. Paul Street, with a capital of £250,000. It is to-day one of the great banks of the world. A traveller, who visited the city in 1819, thus describes it: "The first impression of the city is very pleasing. In its turrets and steeples glittering with tin; in its thickly-built streets stretching about one and a half miles along the river, and rising gently from it; in its environs ornamented with country houses and green fields, in the noble expanse of the St. Lawrence; in its foamy and noisy rapid; and in the bold ridge of the mountain, which forms a back-ground to the city, we recognize all the features necessary to a rich and magnificent landscape, and perceive among these indications decisive proofs of a growing inland emporium. During our visit to the city we resided at the Mansion House, a vast building of hewn stone, kept by an Englishman, who had transferred all that was desirable in a London coffee house to his own establishment in Montreal. The margin of the river adjoining the city is, at most places, lined with rafts and logs intended both for fuel and timber. There are now seven steamers running between Montreal and Quebec. The streets of the city are narrow, except some of the new ones. The principal ones are St. Paul, which is the bustling, busy street, and Notre Dame, on higher ground, more quiet, more genteel, and better built. The latter street is 25 feet wide, and three-quarters of a mile long. Many of the houses are constructed of rough stone, coarsely pointed or daubed with mortar, and have certainly an unsightly appearance. Vessels drawing 14 feet can lie at Market Gate (Custom House). The population is about 15,000. Montreal has a number of good public buildings; besides the large Catholic and English Cathedrals, and other churches, there are the Court House, the Jail, Banks, and other buildings which do credit to the town." On July 17th, 1821, the first sod of the Lachine Canal was turned, the ceremony being performed by Hon. John Richardson. In 1831, Montreal received its charter as a city, and in the following year Jacques Viger Esq., was appointed Mayor. It was at this time that the terrible scourge of Asiatic cholera fell upon the city. On June 8th, a vessel named the "Corricks" from Dublin arrived at Grosse Isle with 133 passengers, 59 having died from cholera during the passage. On the following day the pestilence appeared at Quebec, and on the 10th it broke out with great violence at Montreal. On June 20th, of 165 cases reported during the preceding 24 hours, 88 deaths had occurred, and of 137 cases during the following 24 hours there were 77 deaths. Between June 16th and Sept. 22nd, 1832, there were 4,420 cases reported, and 1,904 deaths, some three out of every seven cases proving fatal.

SIR H. MONTAGU ALLAN
President, The Merchants' Bank of Canada.

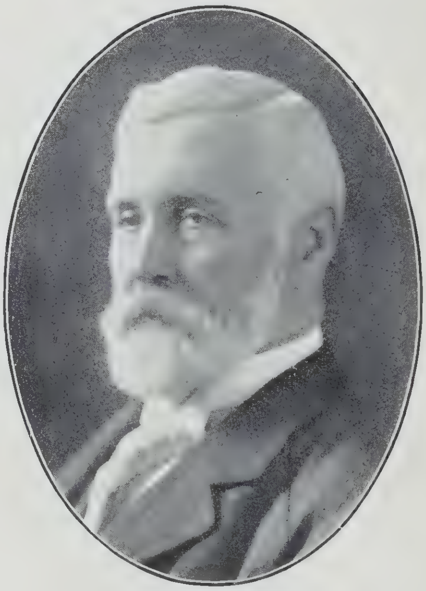
SIR GEORGE A. DRUMMOND, K.C.M.G.
President, Bank of Montreal.

MR. CHARLES M. HAYS
Second Vice-Pres. and Gen. Mgr., Grand Trunk Ry. System.
President Grand Trunk Pacific Railway.

The late William MacLennan in one of his admirable sketches of old Montreal gives us this picture of the city about 1840: "In the Place D'Armes the old parish church had disappeared and was replaced by the present structure, designed by Mr. O'Donnell, which although not completed according to the original design as regards the Towers has only since been changed in the interior as regards the decoration. St. Paul Street was still the principal business centre, and here the Hotel Dieu of M'lle Mance, originally founded in 1654, still stood with its modest Chapel and long line of buildings. In St. Sulpice Street, then known as St. Joseph, and just in the rear of the parish Church, was the Exchange and News Room established in 1821 in the lower story of a building erected in 1809 as a Wesleyan Methodist Chapel, where an abundant supply of home and foreign periodicals could always be found. Above this the Montreal Mercantile Library Association, a society established a few years before by the Mercantile Clerks of the city, held their meetings. The Custom House was in the building on St. Paul Street now occupied by the Inland Revenue office. The troublous years 1837–8 had told on the Commerce of the port. In 1833, one hundred and thirty-seven vessels, of 30,864 tons, had entered the port, while in 1838 there were only sixty-three vessels of 15,750 tons. The principal hotels were Rasco's on the north side of St. Paul Street, a portion of which still stands, the Exchange hotel in a court off the same side of St. Paul Street near St. Peter, the Ottawa hotel next the Upper Canada stage office on the easterly side of McGill Street, and two or three other small hostelries. The Bank of Montreal, founded in 1817. began business in a house rented from the estate Robert Armour on St. Paul Street. In 1818 a lot at the corner of St. Francois Xavier and St. James Streets was purchased, and a building erected by the Bank which was long shown on the copper coinage issued by it. In St. Paul Street, in the building long occupied by Greene & Sons Co. and quite recently seriously injured by fire, was the City Bank founded in 1833; in St. Francois Xavier Street was La Banque du Peuple founded two years later; in 1837, the Montreal branch of the Bank of British North America was opened on St. James Street; and the following year the Bank of Upper Canada opened an agency on the same street.” An effective water-works system was in operation in 1832, and in 1836 gas-works were built, but the use of gas came slowly into public favor and the city was only partially lighted. The Fire Brigade was a volunteer service. The churches were quite as numerous in proportion to the population as they are to-day, although Mark Twain has said of Montreal that he never before was in a city where he couldn't throw a brickbat without breaking a church window. Of the seven Churches and Chapels used by Roman Catholics, the Recollet Church, the Chapel of Les Sœurs Grises, and that of the Hotel Dieu have disappeared. Of the eleven Protestant none remains. For amusements there was the Theatre Royal, built by John Molson, on St. Paul St. near the present Bonsecours Market, and beside it stood the Masonic Hall and hotel, destroyed by fire in 1833. There was a Racket Court at the corner of St. Peter and Craig Streets, and for balls Rasco's hotel or the Oddfellows Hall were used. The police force, consisting of 102 privates, 4 mounted men, 6 sergeants and 6 corporals under command of 4 officers and a superintendent, was founded in 1838. Magazine literature was attempted, but met with somewhat scant success. In 1822, the Scribbler was published, and survived for six years. In 1823, the Canadian Magazine appeared and lived for two years; the Canadian Review followed in 1824 and ceased publication in 1826; and the Literary Garland met no more permanant success. All these periodicals were exclusively of the literary class, and did not contain very much original matter. There were four newspapers in English, the Herald, the Gazette, the Transcript and the Morning Courier, of which the two former survive and flourish to this day; while the French newspapers were LaMinerve and L'Ami du Peuple, both of which have long since disappeared.

LT.-COL. GEORGE WASHINGTON STEPHENS,
Chairman, Montreal Harbour Commission.

MR. RICHARD WHITE,
President Gazette Printing Company.

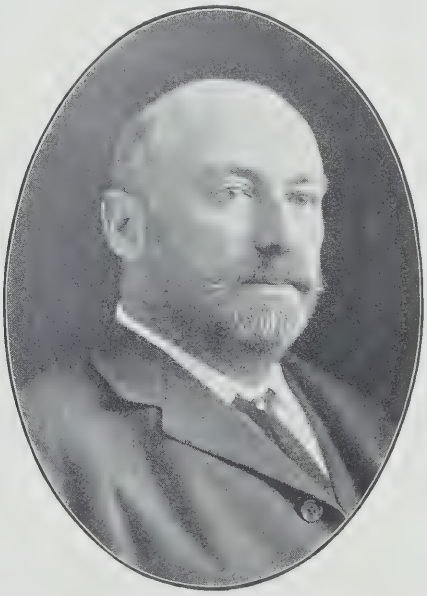


MR. R. B. ANGUS,
Director, Bank of Montreal.

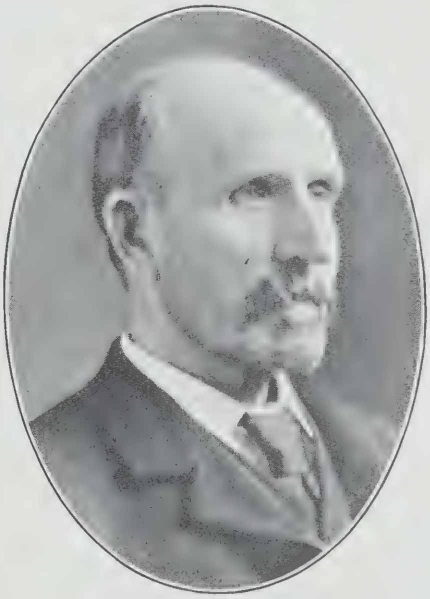
The Rebellion of 1837–8, caused by the dissatisfaction of the French Canadians with the system of government which they considered excluded them from due participation, did not seriously affect Montreal directly. There were disturbances in the surrounding parishes in the autumn of 1837, wars and rumors of wars were rife, great excitement prevailed, and collisions between Loyalists and "Sons of Liberty," as the rebels styled themselves, occurred in the City. Sir John Colborne removed from Sorel, where he had made his summer residence, to Montreal on Nov. 9th, and Volunteer Corps of Infantry, Artillery and Cavalry were formed. On Nov. 16th, a Cavalry detachment of 18 men under Col. Ermatinger proceeded from Montreal to St. Johns for the purpose of arresting two persons at that place. They succeeded in this purpose, but on their return to Montreal with the prisoners were attacked by the rebels, and several of the loyalists wounded, among others Lieut. Ermatinger and Mr. John Molson. On Nov. 22nd, Lieut. Weir, of the 32nd Regt. was sent by land from Montreal to Sorel with despatches, but at St. Denis was made prisoner by the rebels, and foully murdered by his guard while being conveyed to St. Charles. His remains were found in the Richelieu river and brought to Montreal, where he was interred on Dec. 8th with great pomp and solemnity. On Dec. 5th a Proclamation was issued establishing martial law in the district of Montreal, rewards were offered for the apprehension of the leaders of the rebellion, the banks transferred large amounts of specie to Quebec for safe-keeping, and the principal avenues leading to the city were barricaded. These precautions happily proved unnecessary. No attack was made on Montreal, though there were encounters in the neighboring parishes, in which the rebels were overpowered, and by the end of February 1838, the rebellion had been subdued. Trade at this period was seriously dislocated and depressed, but by 1842 had greatly revived and was again flourishing. The area of wheat production had moved westward to the Genessee Valley in New York and to Upper Canada, now Ontario, which was then becoming rapidly settled and an important producer of grain. The merchants of Quebec concentrated their efforts on the timber trade and ship building, but the enterprise of Montreal merchants gave them control of the Import and Export trade, the fastest ships employed in the St. Lawrence making Montreal their destination. In 1844, the seat of government was removed from Kingston to Montreal, and in 1847 Lord Elgin, the newly appointed Governor General, took up his residence in the city, and two years later the incident of the Rebellion Losses Bill,—which led to the burning of the Parliament building, occurred. This bill, which received the assent of Lord Elgin, provided compensation to rebels for losses sustained during the rebellion of 1837–8, and what followed the Governor's sanction of the measure is thus told by Alfred Sandham: "No sooner had the Bill become law than the information was conveyed to the crowds in waiting outside the building, and when His Excellency appeared he was greeted with groans and pelted with stones and eggs. The excitement was intense. Printed notices were posted in various parts of the city calling a mass-meeting, to be held immediately on the Champ de Mars, and by eight o'clock in the evening an immense number of people had assembled, when, after some strong resolutions had been passed, the cry was raised "to the Parliament Buildings." The House of Assembly was engaged in discussing the Judicature Bill when a loud shout gave the members warning that a riot was fermenting outside.

Stones were thrown through the windows, and in a short time there were but few squares of glass left unbroken in the whole range of the buildings. The members fled precipitately, and the mob entered and took possession of the House. Soon the cry of Fire was raised, the incendiary having been at work, and in half an hour the whole building was wrapped in flames. No attempt was made, none could be, to save the property. By this

HON. L. J. FORGET.
President, Montreal Street Railway.



MR. F. H. MATHEWSON
Manager, Montreal Branch, The Canadian Bank of Commerce.



SIR R. G. REID.
President, Reid-Newfoundland Railway; Director, Bank of Montreal.

fire the valuable library, containing the archives and records of the colony for over a century were completely destroyed. The only article saved was the Mace of the legislative assembly, it being carried by some person to Donegani's hotel and delivered to Sir Allan McNab. The Parliament building destroyed during this riot was originally the St. Ann's Market, the interior having been remodelled for the accommodation of the Legislature. It was 342 feet in length by 50 in width, constructed of Montreal limestone, and though plain in architecture, presented a solid appearance. With the destruction of the Parliament Building, Montreal ceased to be the seat of Government and political capital of Canada. The year 1850 was one of gloom in Montreal. Trade was intensely depressed and mercantile failures numerous, while disastrous fires and riots prevailed. In June a single conflagration destroyed 207 houses, rendering 500 families homeless, while in the following August another great fire destroyed more than 150 houses. The following extract from a Boston newspaper indicates the dire distress of the city at this period: "Montreal wears a dismal aspect; the population within the past few years has decreased some thousands, and the removal of the seat of Government caused some 4,000 more to leave, The streets look deserted: buildings burned a year ago, and Donegani's famous hotel are still in ruins. Every third store seems to want an occupant and empty houses groan for tenants. The blackened walls of the Parliament House present an unseemly aspect, and the fate of Sodom and Gomorrah appears to hang over the city, if we judge by certain sections. General apathy in trade and everything else is apparent and there is a lack of energy and enterprise. The public buildings are fine, and the canal and wharves are unequalled; but while Government with a lavish hand expends thousands in vast works, and the representatives of the Crown fatten on good salaries, the citizens poke about in the dark because the authorities and the Gas Company differ about $3,000 per year in supplying 1,500 lamps."

MR. HUGH A. ALLAN,
President of the Shipping Federation.

MR. E. S. CLOUSTON,
Vice-President and General Manager, Bank of Montreal

HON. JEAN DAMIEN ROLLAND
Vice-President, Canadian Manufacturers Association.

Truly the years 1849–50 marked the darkest days Montreal has ever known. With the following year an era of revived trade and prosperity was ushered in. The most important event and one contributing greatly to the revival of business was the opening of the St. Lawrence and Atlantic railway from Longueuil to Richmond, an event celebrated fittingly by a grand procession, ball and dinner, and extensive illuminations. The year 1852, however, witnessed two disastrous conflagrations, the most serious, probably, in the history of the city. The first of these fires broke out on June 7th in a carpenter's shop on St. Peter Street, in rear of the old St. Andrew's Church, nearly facing St. Sacrament Street. The fire spread from the building in which it originated to the church, and from thence crossed St Peter Street and burnt the whole area comprised between St Peter and St. Francois Xavier, on the one hand, and from St. Sacrament to St Paul Street on the other. It then passed over to Custom House Square, embracing in its fiery folds the whole northern and southern fronts of St. Paul Street; both sides of the little lane known as Capital Street, and a row of Commercial buildings on Commissioners Street. The French Parish Church of Notre Dame, and the old Black Nunnery, or Hotel Dieu, as well as the shipping in port were for a time threatened with destruction. Fortunately this danger was averted and the fire at last got round to the south-east corner of St. Joseph (St. Sulpice) Street which it crossed and enveloped both sides of St. Paul Street in flames, at which point it was finally checked. Scarcely had the work of re-building this portion of the city begun, when on July 9th, 1852, fire broke out on the east side of St. Lawrence Main Street, along which it raged with great fury, north to Mignonne Street, threatening at one time the General Hospital. The fire crossed St. Constant Street in one fierce sheet of flame and moved on its path of destruction until St. Denis Street was reached, the houses on which were quickly consumed, crossing, then, Craig Street on the south, all the buildings were razed except a block of stone buildings occupied as Military offices. Meanwhile sparks had ignited a timber yard and saw mills near the river and half a mile distant. The Hays House was next to succumb, an immense block of stone buildings extending into Champ de Mars Street, forming the corner of Notre Dame and Dalhousie Square. By ten o'clock in the evening all the houses fronting on the square were consumed, and before it was checked the fire had burned up all the houses between the river and Lagauchetiere Street east of Dalhousie Square as far as the gaol. These two disastrous conflagrations destroyed 1,200 houses, and rendered nearly 9,000 persons homeless, the money loss being placed at £400,000. In re-building this portion of the city, the law against the erection of wooden buildings was strictly enforced. The following year, 1853, brought its quota of excitement in the Gavazzi riot. On June 9th, Gavazzi, a Roman Catholic priest who had foresworn his sect, was announced to lecture in Zion Church at the foot of Beaver Hall Hill, A large audience assembled to hear him, and threats of riot having been made, a body of Police were drawn up in front of the church, and a detachment of the 26th Regiment was kept in readiness. Toward the middle of the lecture a mob approached the church, attacked the police, and finally made its way into the church. Those inside drew arms and repelled the invaders twice, wounding several. Eventually the rioters were driven out and congregated at the foot of the hill. The military by order of the Mayor moved down, and drew up between the combatants in two lines facing outward. The mob not expecting the Military to fire began to assault them. The Riot Act was read by the Mayor,and the order being given the Military to fire, about 40 persons were killed or wounded. Meanwhile Montreal was progressing commercially. On June 18th, 1853, the Grand Trunk Railway was completed to Portland, and the same summer the "Genova," the pioneer of the Allan Line, steamed into the port. The year 1854 was another "Cholera" year, the plague appearing the end of June and continuing to rage for two months, during which time there were 1,186 deaths. The Grand Trunk railway was completed to Toronto in 1856, and the event duly celebrated, a great impetus being given to trade by the improved communication with Upper Canada thus afforded. The following year, Montreal had the honor of entertaining the American Association for the Advancement of Science, and in one of the addresses delivered on this occasion a distinguished visitor, speaking of the great water power flowing past the city, made use of these prophetic words: "There is a power stored up here upon the shores, which within less than one hundred years, will probably result in making this city the greatest city in America. This immense water power being directed to manufactures which can be established here will make this one of the great cities of the globe."

MR. RODOLPHE FORGET.
President, Montreal Stock Exchange.

MR. R. S. WHITE.
Collector of Customs, Montreal.

HON. J ALD. OUIMET, K.C.
President, City and District Bank.

The immediately succeeding years were not particularly eventful. The 100th Prince of Wales Royal Canadian Regiment was raised in 1858, and departed for England 500 strong in July, Montreal furnishing 110 of the Corps. The winter of 1858–9 was remarkable for severity; the thermometer registering 42° below zero in the city; an intensity of cold never before or since recorded. The visit of the Prince of Wales was the dominant feature of the year 1860 in a social, as the opening of the Victoria Bridge was in a commercial sense. It is interesting to recall the programme of festivities in connection with the visit of King Edward VII nearly half a century ago when Prince of Wales. This is the programme which was faithfully carried out, except that the landing could not take place until the morning of August 25th owing to a deluge of rain the preceding afternoon:

"His Royal Highness the Prince of Wales is expected to arrive at Montreal by the river about noon on Friday August 24th inst. A steamboat excursion organized by and under the direction of the Executive Committee will leave the city and proceed to meet His Royal Highness, escorting him to the landing place at Bonsecours Pier where, after an address from the Civic authorities, a grand procession of the National, Literary, and other societies will be formed to accompany the Prince through the principal streets of the city to his residence, and in the evening there will be a general illumination of the city.

On Saturday 25th, The Prince will open the Exhibition of the Board of Arts and Manufactures and afterwards proceed to inaugurate the Victoria Bridge. In the evening there will be a display of fireworks.

On Sunday 26th, the Royal Party will attend divine service in Christ's Church Cathedral. (To commemorate this visit His Royal Highness presented to the Cathedral a magnificent Bible with an inscription in his own handwriting.)

On Monday 27th His Royal Highness will hold a levee and receive addresses; and in the evening attend a grand ball in the building erected expressly for these festivities.

On Tuesday 28th, there will be an Exhibition of Indian games, and in the evening a grand musical festival.

On Wednesday 29th, a Military display at Logan's farm, also a regatta. In the evening a competitive exhibition of fire engines followed by a torchlight procession and fireworks.

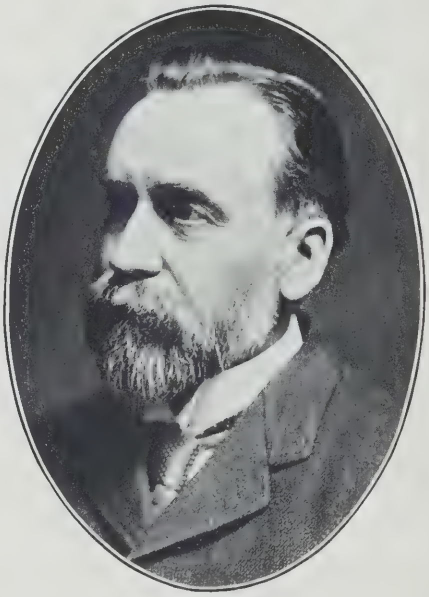
On Thursday 30th, His Royal Highness will visit St. Hyacinthe and Sherbrooke and in the evening attend the People's ball."

This programme was carried out without a hitch amid enthusiastic demonstrations of loyalty.

Inundations from the rising of the river due to ice-shoves in the early spring, have been of frequent occurrence in Montreal, though it is now upwards of twenty years since the last serious floodings, 1885 and 1886, occurred, and the magnificent revetment wall since erected along the river front, together with pumping stations to protect the sewers, makes a recurrence of serious flood almost impossible. One description of these inundations, that of 1861, may be given, "About 7 o'clock on Sunday evening, April 14th, the water rose so rapidly that the inhabitants were unable to remove articles of furniture to a place of safety, and the congregations of St. Stephen's Episcopal Church on Dalhousie Street, and of the Ottawa Street Wesleyan Chapel found their places of worship surrounded by from four to six feet of water, and no means at hand whereby they might reach their homes. The water rushed so violently down the streets that it was almost impossible to maintain a footing while wading through it. In order to obtain assistance for his congregation, Rev. Mr. Ellegood, of St. Stephen's Church, waded in the dark through about four feet of water until he reached St. Antoine Street. He then procured the assistance of some policemen and a boat was obtained by which, about one o'clock a.m. the Congregation were taken from the church, with the exception of a few who remained in the building all night. Trains from the west were unable to enter the city, and passengers had to find their way to their homes by Sherbrooke Street. The principal losses were in live stock. The extent of this inundation may be conceived from the fact that the river rose about 24 feet above its normal level. The whole of St. Paul Street, and up McGill Street to St. Maurice Street, and from thence to the limits of the city, was entirely submerged, and boats were able to navigate McGill Street as high as St. Paul street. To add to the sufferings of the people, the thermometer sank rapidly and a violent and bitter snow-storm set in. Owing to the fact that much fuel was under water, great suffering was caused. Considering the rapidity with which the water rose, it is strange that not more than

MR. R. WILSON-SMITH
Ex-Mayor of Montreal.

MR. ALPHONSE RACINE,
Ex-Member Harbour Board



MR. H. LAPORTE,
Ex-Mayor of Montreal

three lives were lost, and these by the upsetting of a boat. The flood extended over one fourth of the area of the city. It was in this year the street railway horse cars were first constructed, and the period was one of general progress and prosperity, no fewer than 736 houses being erected in 1863, while in 1864 there were 1,019 houses built, besides seven churches and many handsome warehouses and banks. The Fenian raids constituted the most exciting event of 1866, and served to again demonstrate the ardent loyalty of the citizens, On March 13th, of that year, the Prince of Wales' Regiment and the Montreal Battery of Artillery were dispatched to the front to repel the expected invasion, but it was not until June that their services were actually required, the Fenians having crosssed into Canada from Vermont, and on June 7th an engagement took place at Pigeon Hill in which the invaders were quickly repulsed and hastily retreated across the boundary line, leaving a number of prisoners in the hands of the militia.

Out of the disturbances fomented by the Fenian Brotherhood, with which organization there was a mere handful of sympathizers in Canada, came one great tragedy, the murder in Ottawa on April 7th, 1868, of Thomas D'Arcy McGee, one of the Federal representatives of Montreal, a man of great ability, patriotism and worth. This event caused intense excitement and grief in the city, manifested in a striking way by a public funeral attended and witnessed by an enormous concourse of people. A traveller who visited the city during this year has thus recorded his impressions: "I was much struck with the continued rapid growth of this now great northern city. Built as it is almost wholly of stone along the extensive and massive quays which line the bank of the river, and in the business portions, Montreal makes a dignified, indeed, an imposing effect. The beholder for the first time, unless marvellously well up in his geography, is surprised to find so large and so complete a city. To stand at a street corner for a moment is to see pass by the Indian woman wrapped in her heavy blanket, the French habitant, Scotch, Irish and English residents, the emigrants of all social conditions, the American from the United States, officers of the British Army in their different uniforms, Catholic priests in their robes, Sisters of Charity, groups of neat-looking soldiers, and the burly policeman clad in a dark blue military uniform. The buildings everywhere in course of erection would dignify any city. There are none in the United States which present finer specimens of street architecture than are found, not isolated here and there, but in long blocks and throughout the entire city."

The history of Montreal down to what may be termed a contemporaneous period has been briefly touched upon in the foregoing pages. It has been, upon the whole, a history of uninterrupted progress. The little company of Maisonneuve of 1642 has become a community of more than 400,000 souls, one of the wealthiest and most enterprising in the world. Here live in close commercial and social intercourse,French and English Canadians animated by a single purpose, the upbuilding of Montreal. Here centres the foreign trade of Canada. As it was in the beginning so is it now, the financial, industrial and commercial capital of the Dominion, unexcelled by any city on the continent in the solidity of its buildings, in the public spirit of its citizens, in the relative number of its churches, in its eleemosynary institutions, in respect for law and order. The statistics which follow will convey an appreciation of the material growth of Montreal, and the extent to which its trade and manufactures have attained, while the more detailed descriptions of individual business, will prove of interest to all readers. This rapid sketch may appropriately be closed with the words of the late Sir William Dawson, in an address delivered nearly half a century ago; "While we view with pride the rapid progress made during the past few years, we remember that appearances point to a still greater advancement in the future. Montreal possesses advantages which no other Canadian city can boast of. In its situation at the confluence of our two greatest rivers, the St. Lawrence and Ottawa: opposite the great natural highway of the Hudson and Champlain valley: at the point where the St. Lawrence ceases to be navigable for ocean ships and where that great river, for the last time in its course to the sea, affords a gigantic water power: at the meeting point of the two races that divide Canada, and in the centre of a fertile plain nearly as large as all England; in these we recognize a guarantee for the future greatness of Montreal, not based on the frail tenure of human legislation, but in the unchanging decrees of the Eternal as stamped on the world He has made. We know from the study of these indications that were Canada to be again a wilderness and were a second Cartier to explore it, he might wander over all the great regions of Canada and the West and returning to our mountain ridge call it again Mount Royal, and say that to this point the wealth and trade of Canada must turn."

* * *

The Bench and Bar of Montreal

A PUBLICATION like this would not be complete without a sketch of the Bench and Bar of the Metropolis of Canada. Business men, who control considerable capital and make, with or sometimes without the assistance of the legal profession, contracts which are susceptible of being discussed some days before the Courts, are, more than any one else perhaps, interested in knowing how justice is rendered in the province, and particularly in the city they live in, and as to the legal fraternity, it is the duty of its members never to miss an opportunity for telling the exact truth about a body of men concerning which so many falsehoods are spoken in jest, or otherwise.

Ab Jove principium: Let us begin by the Bench: The law suits of the citizens of Montreal, in purely civil matters, are decided, in all matters under one hundred dollars in which no future rights are involved, by one of the three judges of the Circuit Court for the district of Montreal, or in a few instances of minor importance, by one of the City Recorders.

Litigation for one hundred dollars or more is decided by one of the judges of the Superior Court, from whose decision an appeal may be taken either to the Court of Review (composed of three judges of the Superior Court other than the judge who rendered the first decision) or to the Court of King's Bench, composed of five judges.

There are now fifteen judges of the Superior Court appointed for the district of Montreal, which comprises the whole island of Montreal, and the counties of Laval, Vaudreuil, Soulanges, Laprairie, Chambly and Vercheres. The following figures will give an idea of the amount of work performed by the judges of the District of Montreal, with the occasional assistance of a brother judge from one of the country districts.

Number of judgments rendered:

1886	1,826
1896	3,058
1904	2,068
1905	3,558
1906	3,042

The last three tables do not comprise judgments in insolvency matters, the number of which was the following:

1904	537
1905	788
1906	871

As judges of the Court of Review the number of their decisions, all of which bear upon the merits of the whole case were.:

1886	140
1896	434
1904	124
1905	219
1906	227

In the last few years, the number of jury trials in civil matters, which up to 1900 was insignificant, has increased considerably, particularly in actions in damages for accidents and in commercial matters. These trials, which are generally very long, require one or two judges, each month, to devote their time exclusively to them.

Whether the jury trial fad will be of long duration is a doubtful matter, for so far, in cases where the employer's liability is clear, the juries have shown themselves less generous to the "under dog" than most of the judges, and the expense is considerably greater. Besides, their number has so increased that they are now an occasion for delay, instead of being one for speedy decisions. Furthermore questions of procedure which appear very clear to the man versed in the law, are sometimes such a chaos to the layman, even to those whose intelligence is unquestionably above the average, that verdicts of juries are sometimes reversed by the Supreme Court of Canada, which occasionally orders a new trial, reduces the amount of the condemnation, or dismisses the action absolutely.

It seems, therefore, that but for the fact that a case submitted to a jury is, as a rule, reached faster, and in any event decided sooner than one submitted to a judge, jury trials would not long enjoy, in this district, their present popularity.

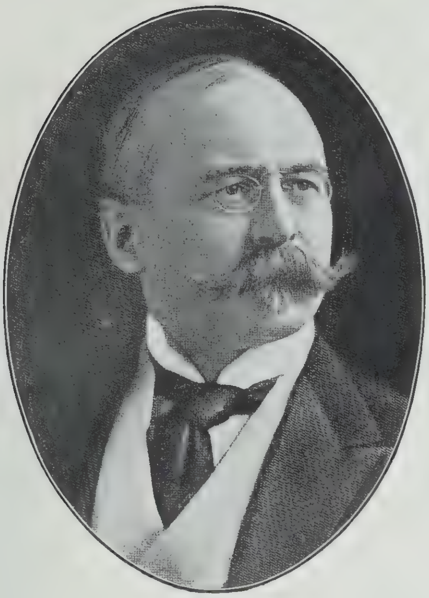
It must also be said that reference to arbitrators, which may be made in every case by consent of all parties, has been practically abandoned by the Bar, as productive of expense, delay and illegalities.

The judges, who may order it of their own accord, in some cases, have almost entirely ceased to make use of such privilege, for the same reason.

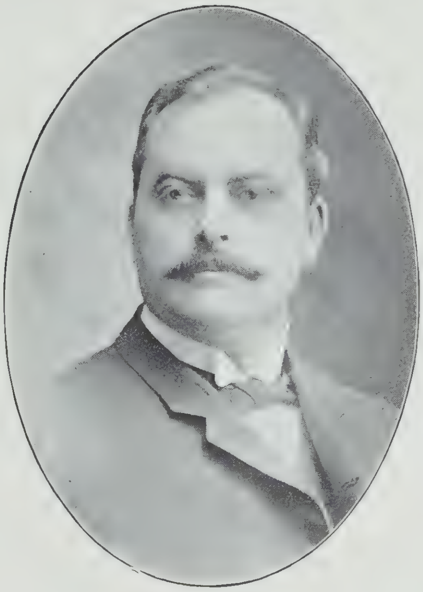
The Court of King's Bench is composed of six judges, five of whom hear appeals in civil and criminal matters (the latter being comparatively few) for two weeks every month, in the cities of Montreal and Quebec alternately. They also preside over the sittings of the Criminal Court in the cities of Montreal and Quebec.

---

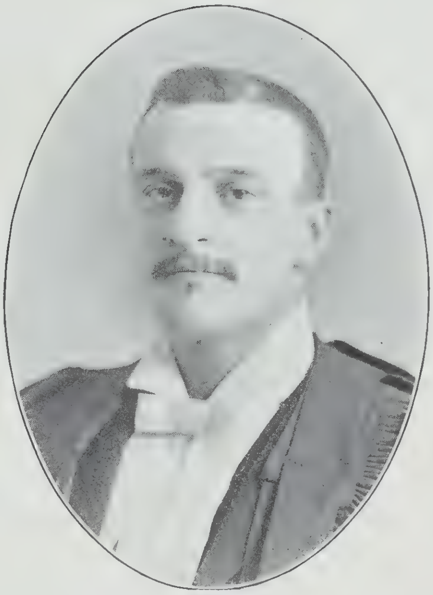
(1) A few years ago, one of these trials was unduly protracted by frivolous questions from the counsel of both parties, to such an extent that the presiding judge interposed and tried to induce one of the lawyers to omit some evidence, which he considered irrelevant. "My Lord," remarked the lawyer, "this is a jury trial, and I submit that the counsel ought to have some latitude." "I do not object to the latitude," the Judge said, "It is the longitude I am complaining of."



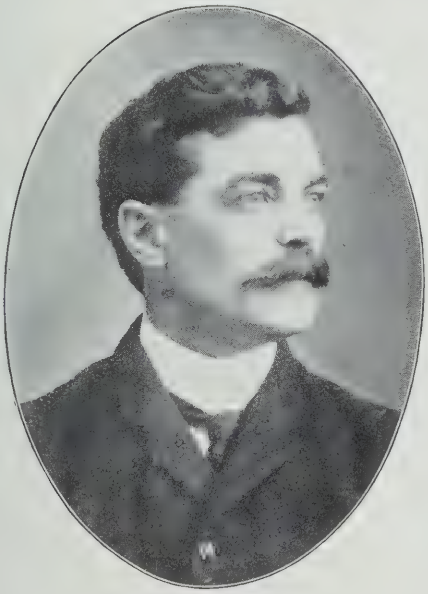
HON. TH. CHASE-CASGRAIN, K.C.,
Chairman of Council, Bar of Montreal.



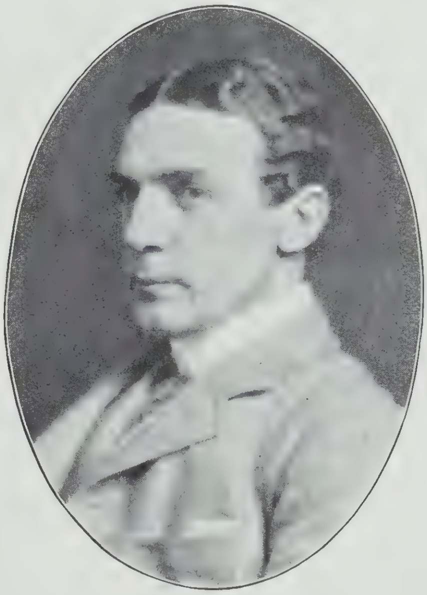
Mr. HONORE GERVAIS, K.C., M.P.,
Member of Council, Bar of Montreal.



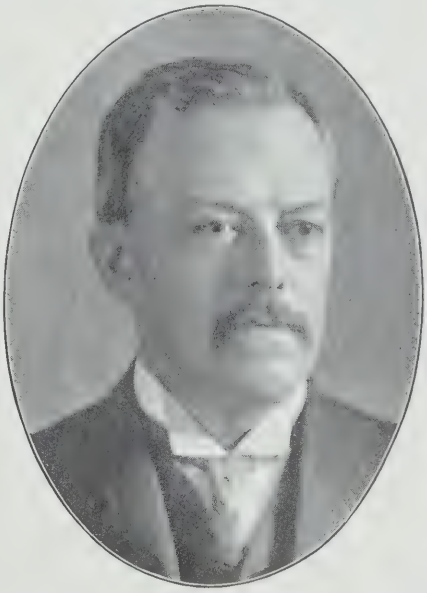
Mr. L. J. LORANGER, K.C.,
Member of Council, Bar of Montreal.



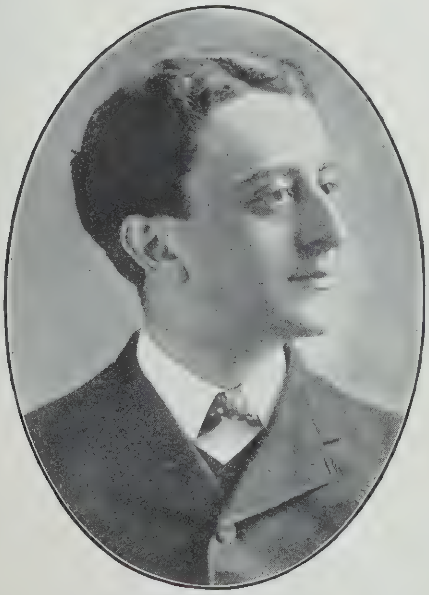
Mr. LOUIS CODERRE, LL.B.,
Syndic, Bar of Montreal



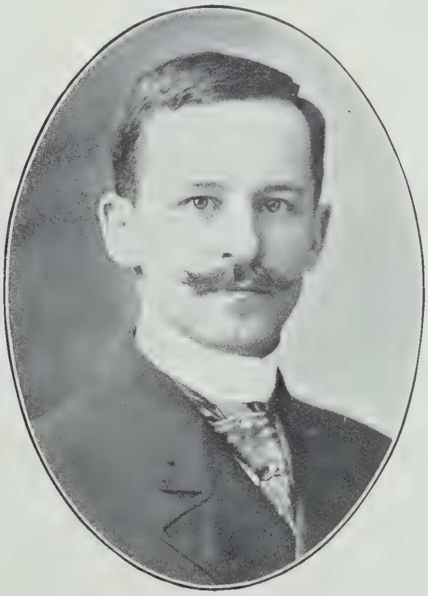
Mr. F. E. MEREDITH, K.C.,
Batonnier, Bar of Montreal.



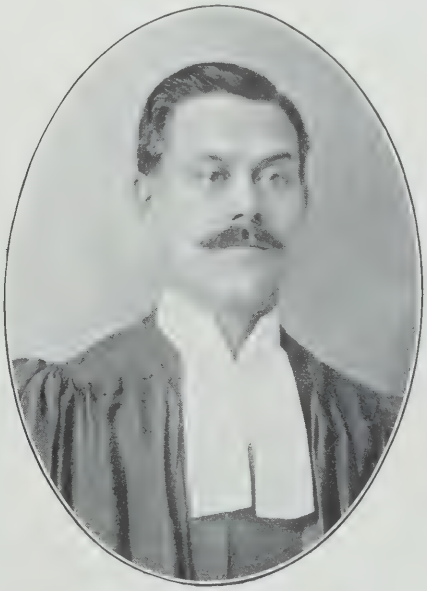
Mr. HENRI GERIN-LAJOIE, K.C.,
Treasurer, Bar of Montreal.



Mr. J. A. N. PRUNEAU,
Secretary Bar of Montreal.



Mr J. H. RAINVILLE,
Member of Council, Bar of Montreal.



Mr. VICTOR MARTINEAU, LL.B.,
Member of Council, Bar of Montreal

In Civil matters, the number of judgments rendered by the Court of Appeals at Montreal is the following:

1886	140
1896	75
1904	98
1905	83
1906	113

Of these judgments, of course, a few deal with mere incidents, most of them, however, deal with the merits of the cases, as appears by the list of appeals taken during these various years :

1886	92
1896	65
1904	78
1905	87
1906	93

All these statistics go to show that a great deal of work is accomplished by our judges, and that, with the exception of 1896, which appears to have been an extraordinary year, the work has been constantly increasing in quantity.

As, on the other hand, the cost of living, particularly in Montreal, has considerably increased during the last few years, the Dominion Parliament decided to give to the judges, throughout the country, somewhat less inadequate salaries and raised the stipends of the judges of the Superior Court in Montreal and Quebec from $5,000 to $7,000 a year, the salaries of the judges of the Court of King's Bench being at the same time raised from $6,000 to $7,000 with an additional $1,000 to the Chief Justice of each Court.

The following year, however, our legislators put a condition to their generosity, and passed this amendment: "No judge mentioned in this Act shall, either directly, or "indirectly as director or manager of any corporation, "company or firm, or in any other manner whatsoever, "for himself or others, engage in any occupation or business "other than his judicial duties; but every such judge shall "devote himself exclusively to such judicial duties."

The terms of the amendment, as one may notice, are somewhat sweeping, and, strictly interpreted, would have prevented judges from teaching law in our universities, which, for a few years at least, would have completely upset legal education in Canada, where men who make the teaching of law their exclusive avocation are not to be found, the deans or principals of a few large law schools throughout the country excepted.

In practice, therefore, the law received a less strict interpretation, which, however, proved too onerous for some of our judges, who preferred to retire on the pension allowed after fifteen years of services and seek more remunerative occupations. The Bar and the litigating public were thereby deprived of their knowledge and experience, and it is not impossible that the example of the parting magistrates will be followed, in a near future, by some of their colleagues.

They will, no doubt, be regretted, for although there is hardly a lawsuit where one defeated party does not condemn the judge, for at least twenty-four hours, the relations between the Bench and the Bar, at Montreal, have been uniformly pleasant and harmonious, and the Bar appreciates the efforts made by the judges to divide the work between themselves, that cases may be referred to a judge a reasonably short time after the written pleadings have been filed.

A very ingenious system, to obtain that object, which seems to retreat each time one reaches out for it, has been propounded lately by one of the Superior Court judges, who presides over a rural district. It consists in having all the Circuit Court cases elsewhere than at the capital of each district, decided by district or stipendiary magistrates, whose salary would be raised in consequence, whilst the Superior Court judges would place themselves at the disposal of the Chief Justice and sit at Montreal during all the time which is not taken up by the business of the local Superior or Circuit Court. It is very hard indeed to make changes in such clumsy machinery as the administration of justice, but the plan seems one of the most feasible ones which have been propounded of late years.

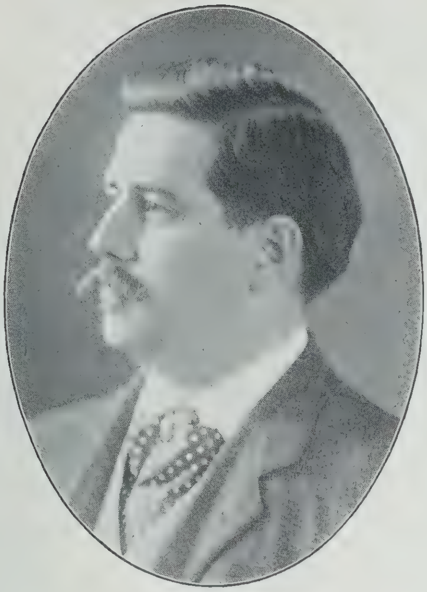
The Bench is not a body corporate: It is an association of men thrown together by their calling and the call of their Government, submitted only to a few rules of discipline laid down by the Chief Justice of their Court, but in reality amenable only to Parliament. The Bar, on the contrary, is a corporation, with all the rights and most of the obligations attached to corporate existence, under the name of "The Bar of the Province of Quebec", and within the Province there are seven sections, the most important of which is that of Montreal, which form distinct corporations, each of which is authorized to own real estate to the extent of $50,000.

The early legislation on this subject is peculiar. In 1785, an ordinance was passed (25 Geo. III., ch. 4) the title of which indicates provisions which, in our days, would make the subject of two different statutes. The first part of the law as indicated, refers to the legal profession, and may appear interesting as a sample of the legislation of those days.

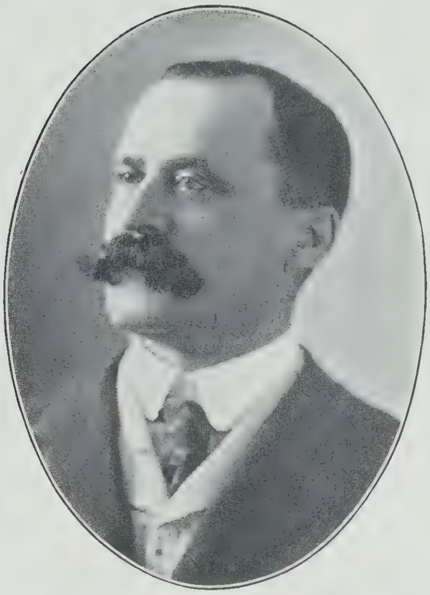
25 Geo. III., C. 4. (1785.)

An Ordinance concerning Advocates, Attornies, Solicitors and Notaries, and for the more easy collection of Mis Majesty's revenues.

"WHEREAS the welfare and tranquility of families, "and the peace of individuals require, as an object of "the greatest importance, that such persons only should "be appointed to act and practice as barristers, advo-"cates, attornies, solicitors, proctors and notaries, "who are properly qualified to perform the duties of "those respective employments, and that, under certain "necessary and proper regulations, be it therefore or-"dained and enacted by his honor the Lieutenant-"Governor and Commander in Chief of this Province, "by and with the advice and consent of the Legislative "Council thereof, and by the authority of the same, it "is hereby ordained and enacted, that from and after "the publication of this ordinance, no person shall be "commissioned, appointed or permitted to practice in



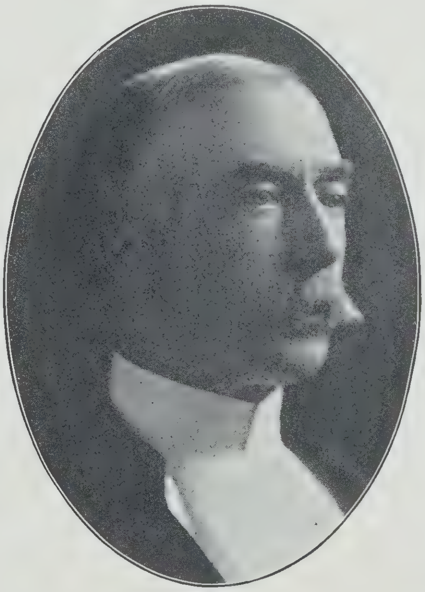
Mr. RODOLPHE MONTY,
Member of Council, Bar of Montreal.



Mr. ERNEST PELISSIER, K.C.

Mr GEO. G FOSTER, K.C.,

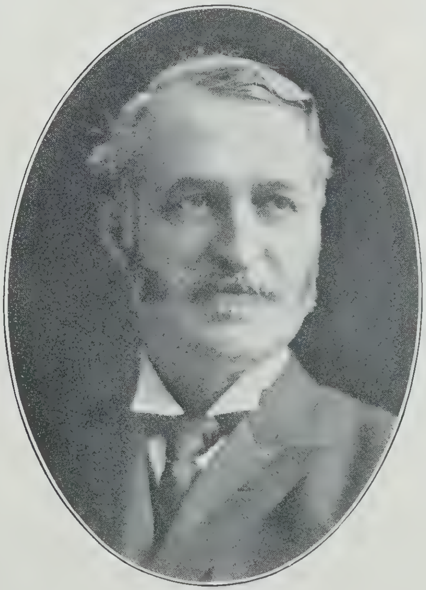
Mr. L. T. MERECHAL, K.C.



Mr. H. J KAVANAGH, K.C.

Mr. T. BROSSEAU, K.C.

Mr. HORACE A. HUTCHINS, K.C.



HON P. E. LEBLANC, K.C

Mr. J. U. EMARD, K.C.

"any of his Majesty's Courts of civil jurisdiction in this "province as a barrister, advocate, attorney, solicitor or "proctor at law, who shall not have, bona fide, served a "regular and continued clerkship, for and during the "space of five years, under a contract, in writing, for "that purpose made and entered, with some advocate "or attorney duly admitted and practising in the courts "of civil jurisdiction in this province; or in some other "parts of His Majesty's dominions, or with some clerk "or register of any court of common pleas or court of "appeals, within this province, for the time and space "of six years, unless such person shall have already "been called to the Bar, or entitled so to be, and to "practice as an advocate or as an attorney, in some "court of civil jurisdiction, within some parts of His "Majesty's dominions.

"Neither shall any person be entitled to be commis-"sioned, or admitted to practice as aforesaid, be com-"missioned or admitted to practice in any of the several "capacities abovesaid, until after he shall have been "examined by some of the first and most able barristers, "advocates and attornies of the courts of Judicature in "this province, in the presence of the Chief Justice, or "two or more Judges of some of His Majesty's Courts of "Common Pleas, and that such person so examined, "shall be, by the said Chief Justice or Judges, approved "and certified to be of fit capacity and character to be "admitted to practice the law, in the several courts in "this province."

What the advocates of the Province did before and after the law of 1785 would be an interesting research, no doubt, but would carry us far beyond the limits of this article. Some references to it may be found in the works of the late D. B. Read, Q.C., of Toronto, who shows that the Bar of Ontario is, in some respects, the offspring of the Bar of Quebec, as it existed prior to 1791. In 1792, however, the Upper Canada Lgislature enacted that in all matters of controversy or civil rights, resort should be had to the laws of England as the rule of decision, which thenceforth took the place of the French law.

The next legislative provisions enacted in matters concerning the Bar, were passed in 1836 (6William IV., ch. 10). They are an interesting prelude to the legislation commonly known as the B. A. Bill, whereby graduates of our colleges and universities are admitted to the study of liberal professions without the necessity of a preliminary examination, and which, although over twelve years old, is still the subject of frequent discussion.

"An Act to repeal certain parts of an Ordinance therein "mentioned, concerning persons to be admitted to "practise the Law or to practise as Notaries in this "Province.

"2. And it be further enacted that any person who "shall have gone through a regular, complete and con-"tinued collegiate course of study, including the courses "of Belles-Lettres, Rhetoric and Philosophy (including "Logic, Moral Philosophy, Mathematics and Natural "Philosophy) in one or in several of the seminaries or "colleges of Quebec, Montreal, Saint Hyacinthe, Nicolet "or Sainte Anne de la Pocatiere, or in any other college "legally established, or which shall be legally established "in this Province or elsewhere, in which the said courses "of study shall be taught, and shall produce a certificate "to that effect, under the hand of the Superior of such "Seminary or College and shall moreover have served a "regular and continued clerkship under a contract in "writing for that purpose, made and entered into with "some advocate or attorney duly admitted and prac-"tising in the Courts of Civil Judicature in this Povince, "or with some duly commissioned and practising Notary, "respectively, for and during the space of four years, and "shall in other respects have complied with and ful-"filled the requirements of the Ordinance hereinbefore "cited (25 Geo. III., c. 4) shall be entitled to be com-"missioned and to practise as a Barrister, Advocate, "Solicitor, Attorney or Proctor at Law in any of His "Majesty's Courts of Civil Jurisdiction in this Province, "or as a Notary Public, anything in the said ordinance "to the contrary notwithstanding."

The first attempt of the Bar of Montreal to acquire corporate existence goes back to 1828,when on March 27th, the members of the Bar, under the auspices of the Court of King's Bench, then composed of Chief Justice Reid, and of Justices A. F. Uniacke, George Pyke and L. C. Foucher, organized themselves into a Library Association, the first board of management of which was composed of Messrs. Stephen Sewell, Joseph Bedard, Frederick Griffin and Alexander Buchanan.

The association had a social as well as scientific aim and partook of the nature of a club.

The admission fee was $200, and the annual subscription was of $5.00.

A similar association was founded in Quebec, under the same auspices, in 1836.

Both associations were evidently prosperous, since in 1840, they petitioned the special Council for the affairs of the Province of Lower Canada, for incorporation, and the preamble of the petition set forth the following reasons in support of the demand:—

"WHEREAS an Association hath been formed in the City "of Montreal, in this Province, by divers members of the "profession of the Law, resident in that city and the "neighbourhood thereof, under the name of 'The Advo-"cates' Library and Law Institute of Montreal,' and for "the purpose of purchasing and procuring a good and "sufficient library for the use of the said Association "and of such Barristers and Advocates as may hereafter "become members thereof; And whereas the members "of the said Association have by their petition represented "that they have purchased and acquired, and now hold a "large and valuable collection of Books with other pro-"perty requisite and necessary for the purposes for which "they are so associated as foresaid; and have further "represented that the advantages to arise from the said "Association would be greatly increased and confirmed

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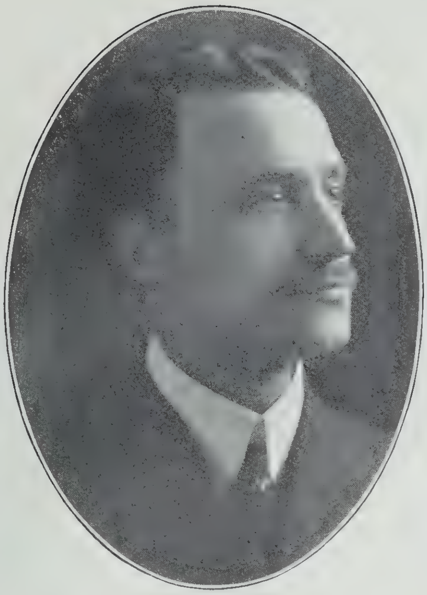
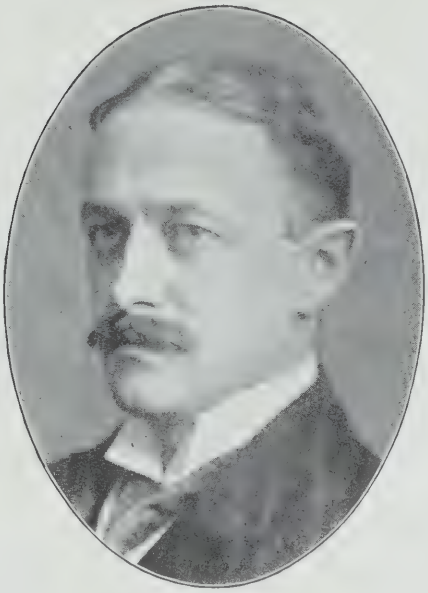
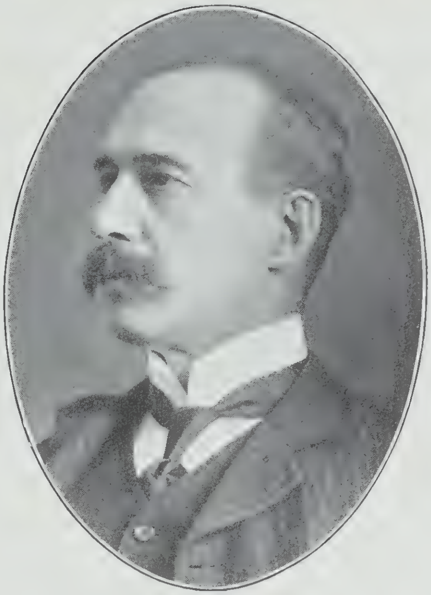
(1) Osgoode Hall: Reminiscences of the Bench and Bar, by J. C. Hamilton, Toronto, 1904



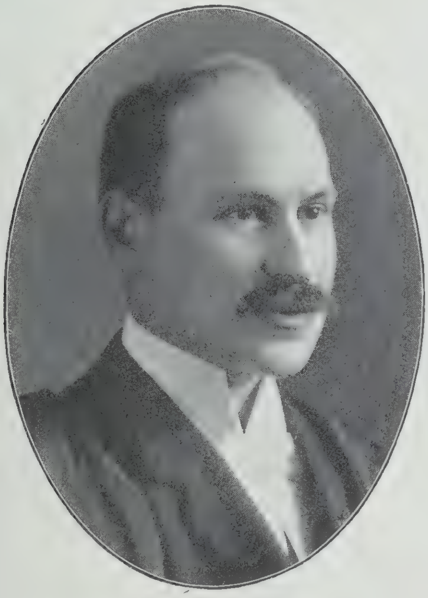
Mr. PIERRE BEULLAC,
Member of Council, Montreal Bar Association.



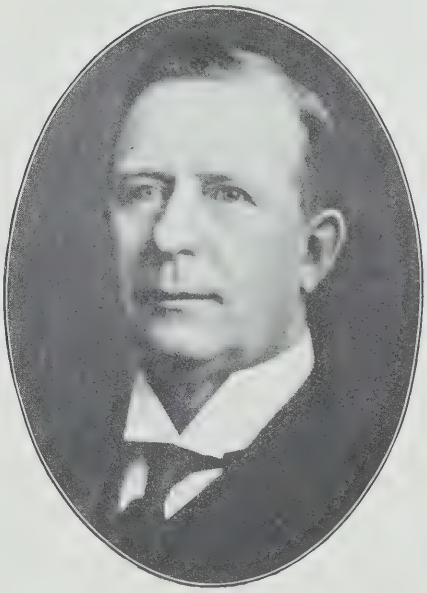
Mr. PEERS DAVIDSON, K. C.
Treasurer, Montreal Bar Association.



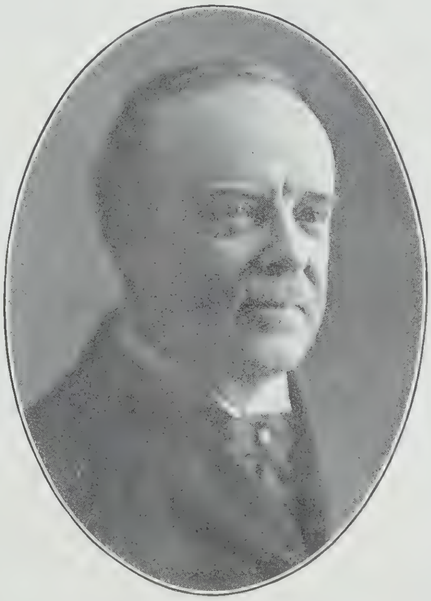
Mr. A. J. BROWN, K.C.,
Member of Council, Montreal Bar Association.



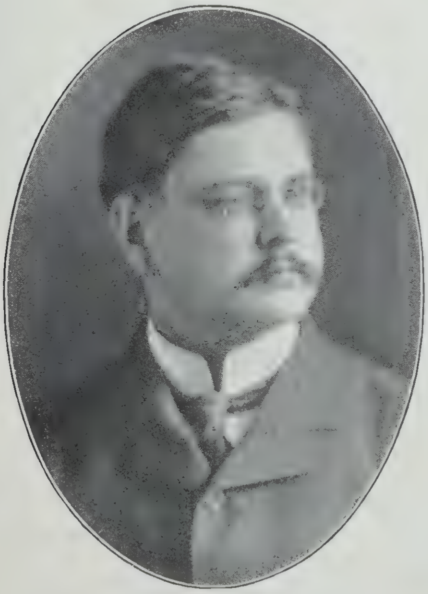
Mr. LOUIS CHALIFOUX,
Secretary, Montreal Bar Association.



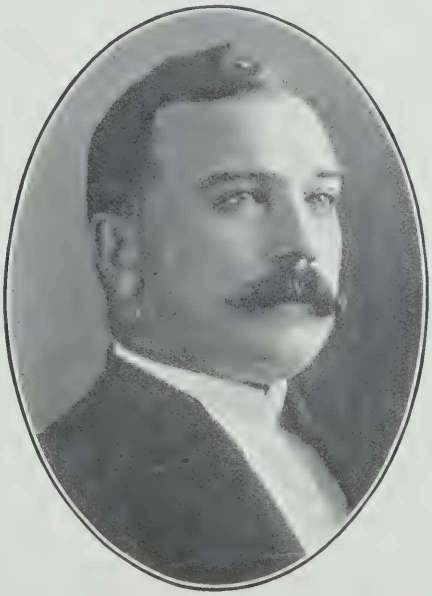
Mr. R. C. SMITH, K.C.,
President, Montreal Bar Association.



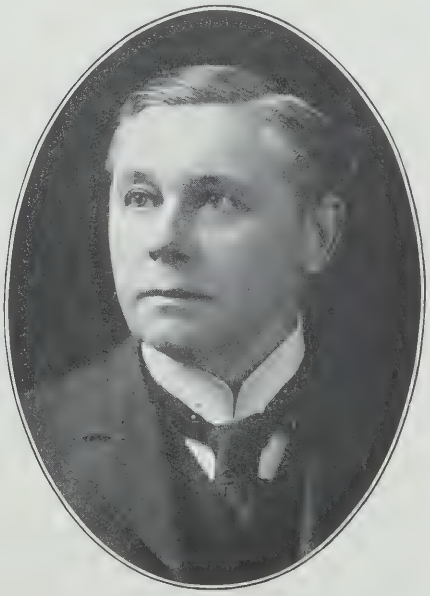
HON. HONORE ARCHAMBEAULT, K.C.
Vice-President, Montreal Bar Association.



Mr. J. L PERRON, K.C.,
Member of Council, Montreal Bar Association



Mr. CHAS. ARCHER, K.C.



Mr. F. J. BISAILLON, K.C.

"by the incorporation of the members thereof, and have "prayed so to be incorporated. Be it therefore, etc.....

The association asked to be empowered to acquire and possess property to the extent of five hundred pounds, and also to receive gifts and benefactions, provided the same did not exceed a like sum in yearly value. Judges, sheriffs and prothonotaries were entitled to seek admission in the ranks of the association, as well as duly admitted advocates and barristers, and a special clause of the Act provided that the fact that a judge would be a member of the Association would not be a cause of recusation against him in a suit in which the Association would be a party.

The Association was incorporated June 26, 1840. The Quebec Association was incorporated in the same way, and its charter is in the same terms as that of the Montreal Association, with the exception that while the then officers of the Montreal Association were by the Act, continued in office until the next election, which was to be held within three months, Chief Justice Stuart and Judge Black, of the Vice Admiralty Court were respectively appointed temporary president and vice president of the Quebec Association, until the next election.

It is interesting to observe that most of the charter members of both associations were English speaking, the proportion being 26 against 4 in the Montreal Association and 15 against 16 in the Quebec one. Now, the English speaking advocates do not form one third of the Montreal Bar, and their numerical proportion in the Bar of Quebec City, is still smaller. The sons of the founders of the Bar Library Associations, being, before all, scions of a practical race, have drifted away from their fathers' calling and sought more lucrative avocations.

In 1849, the law 12 Vctoria, c. 45-46, called "An Act to incorporate The Bar of Lower Canada" was passed. Its preamble is in the following terms:—

"WHEREAS it is important and necessary for the right "administration of Justice, that the profession of Advocate, "Barrister, Solicitor and Proctor of Law in Lower Canada "should be exercised only by persons capable of performing "the duties thereof with honor and integrity; And where"as it is expedient for the more certain attainment of this "important object, to establish more effectual regulations, "with regard to the said profession, and the interests and "rights of the members thereof:

"Be it enacted by the Queen's Most Excellent Majesty, "by and with the advice and consent of the Legislative "Council and of the Legislative Assembly . . . .

"That from and after the passing of this Act, All Advo"cates, Barristers, Attorneys, Solicitors and Proctors "at Law in Lower Canada, admitted as such at the time "of the passing of this Act, shall be and form a Corporation "under the name of The Bar of Lower Canada; which said "Corporation shall be divided into three sections, that is "to say; one section for the District of Montreal, one for "the District of Quebec, and one for the District of Three"Rivers, the Advocates, Barristers, Attorneys, Solicitors "and Proctors at Law residing in the District of Saint "Francis forming part of the section of the District of "Three-Rivers; and those residing in the District of Gaspe "forming part of the section of the District of Quebec.

Section VII deals with the Powers of the Councils of Sections as follows:—

"And be it enacted that each of the said Councils of sections, shall in its respective section, have power:

First.—"For the maintenance of the discipline and "honor of the body, and as the importance of the case may "require, to pronounce a censure or reprimand, through "the Batonnier of such section, against any member who "shall have become guilty of any breach of discipline, or "of any action derogatory to the honor of the Bar; and "it shall be lawful for such council to deprive such member "of the right of voting, and even of the right of assisting "at the meetings of the section, for any term not exceed"ing one year, and also, according to the nature of the "offence, to punish such member by suspending him from "his functions for any period not exceeding one year, sub"ject to the approval of the General Council as hereinafter "provided.

Secondly.—" To prevent and reconcile and settle all "differences between members of the section, more espe"cially all differences which might arise in professional "matters.

Thirdly.—"To prevent, hear, reconcile and determine "all complaints and claims made by third parties against "members of the Bar in the section, in matters connected "with their professional duties.

Fourthly.—"To admit candidates to the study or to "the practice of their profession, and to decide upon the "capacity and good morals of the said candidates.

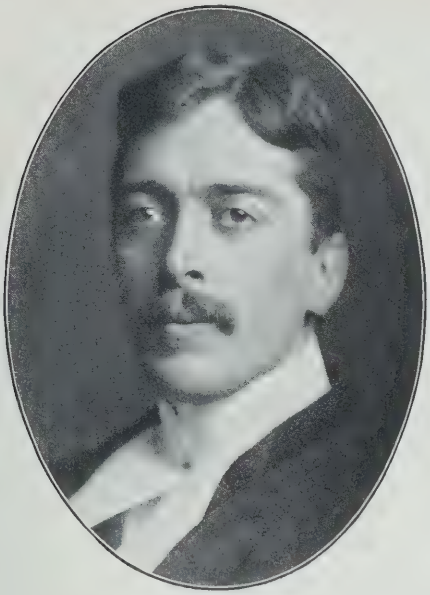
Fifthly.—" To represent the members of the Bar, "whenever the interests or the rights of the profession "shall require it.

The law of 1849 scornfully repeals the obsolete provisions of the existing laws and is enacted as a public Act. It gives a corporate existence to the Bar of Lower Canada, and to the three sections thereof then in existence; it vests it with power to acquire personal or real estate to the extent of five thousand pounds, and to make by-laws for the interior discipline and honour of members of the Bar. Powers are given to the sections to censure, reprimand, or even suspend members of the Bar, to settle differences between them, and admit candidates to the study or practice of the profession, and decide upon their capacity and good morals. Before the Act, the examinations to practice were passed before the judges, as already stated.

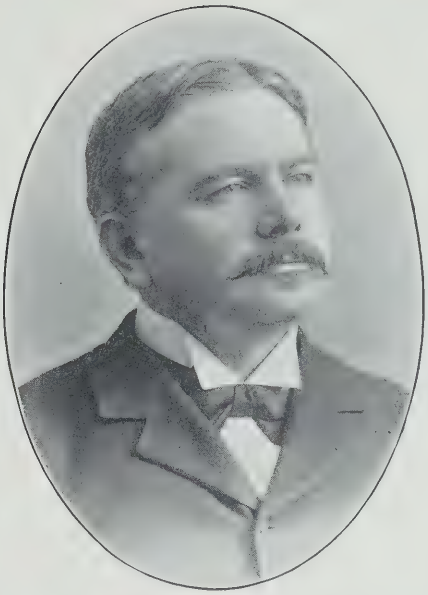
The Act of 1849 gives officially, for the first time, the title of Batonnier to the president of the corporation or of a section thereof.

The title of batonnier was given to the president of the sodality of St. Nicholas (patron saint of lawyers) to which letters patent were granted by Philip II. in April 1342, because, in the ceremonies of the sodality he carried the emblem (baton) of the Saint.

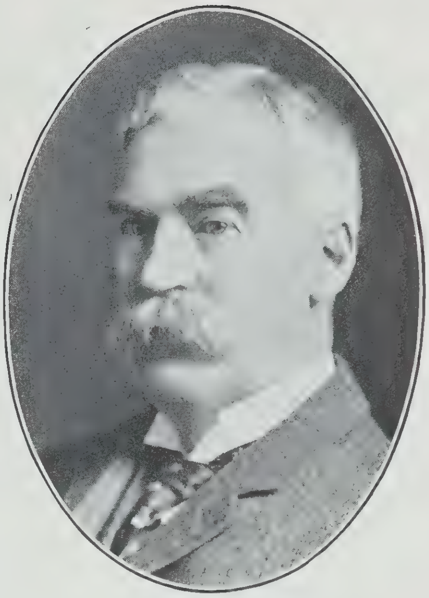
The position of batonnier has always been, in France, as honourable as it is onerous.



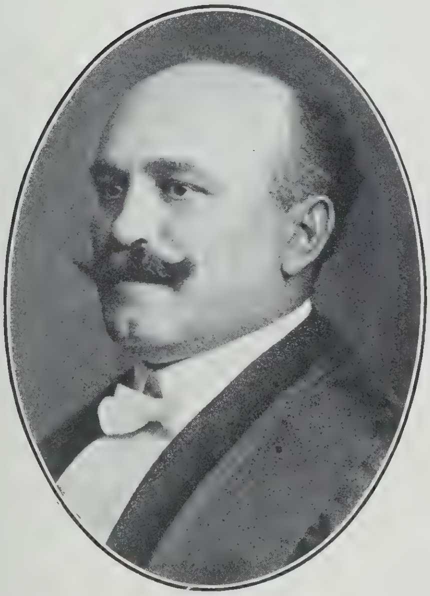
Mr. E. F SURVEYER.



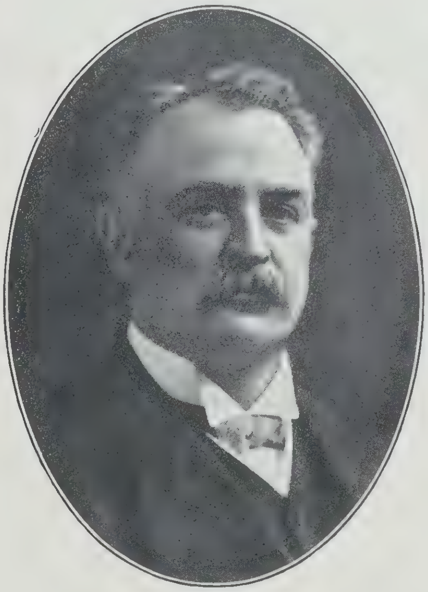
Mr. L. J. ETHIER, K. C.
Joint City Attorney.



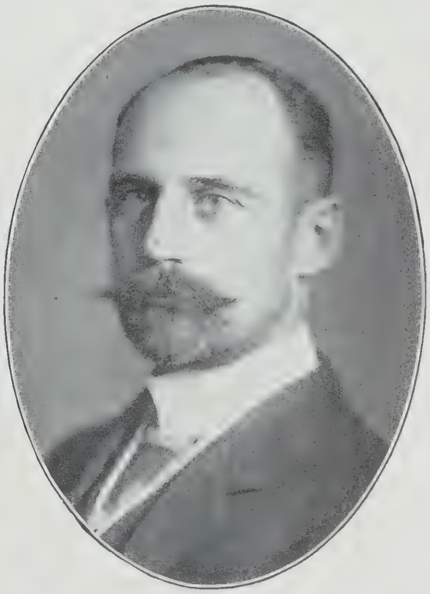
Mr. W. H BIGGAR, K.C.



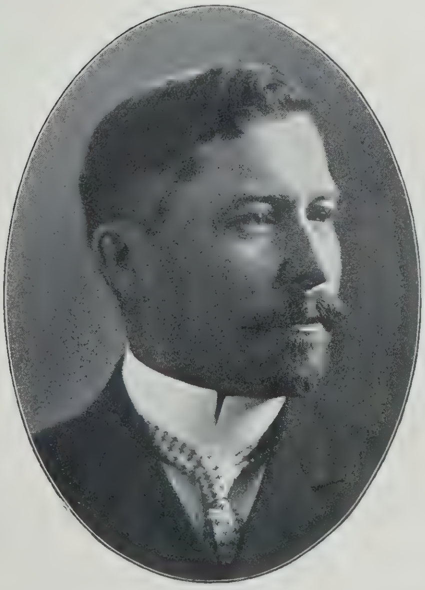
Mr. L. H. BERARD, K.C.



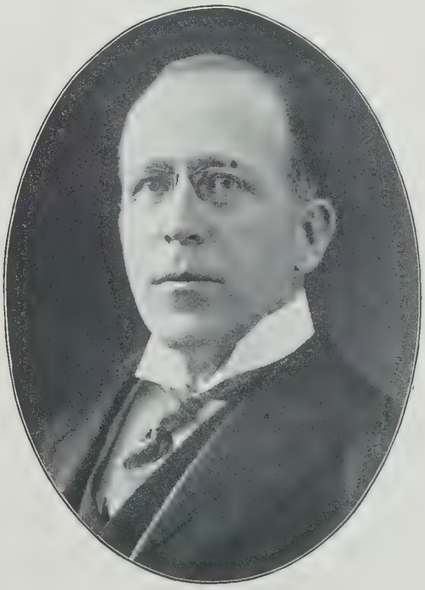
Mr. F. de S. BASTIEN, K.C



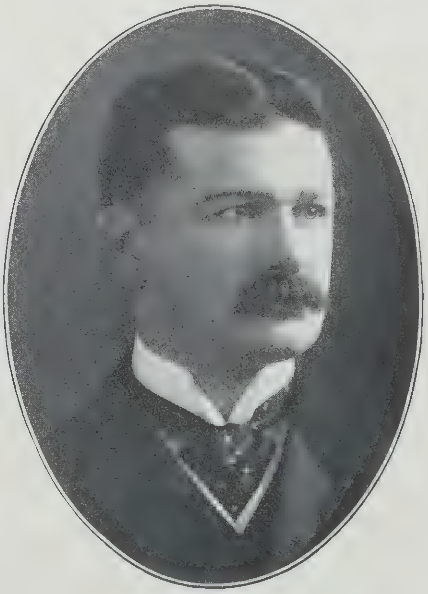
Mr. C. P. BEAUBIEN, LL.B.



Mr. P. O LAVALLEE, K. C.
Joint City Attorney.



Mr. F. S. MACLENNAN, K.C.



Mr. J. P. LANDRY, K.C.

"It is" says Larousse's Dictionary, "a much coveted "and desired honour; it attests talent, independence and "honesty. In Paris, particularly, where the number of "lawyers is considerable, where the Bar contains such "shining lights, it is a great honour to be called to as-"sume this noble title, particularly as it is conferred "upon a lawyer by his peers."

In Paris, it is an unbroken custom that the batonnier, elected yearly, is selected for a second term.

> "Although the re-election of the batonnier has become a tradition, "and although, since the day when the Bar has been reinstated in the secu-"lar rights which it possessed before the Revolution of 1789, there has been "no derogation from that custom, the Batonnier loves to remember, that, "submitted to the free suffrage of his brothers who thus remain at every "moment his judges, he is in reality the expression of the popular will and "has nothing to expect but from it. His re-election invigorates him, and "the new confidence which is shown to him gives him at the same time the "strength to work for the good of all and the authority which he needs to "do so successfully. (Opening address of Mr. Eugene Pouillet, batonnier of the Bar of Paris, at the Commencement Exercises of 1896).

In a young country, like Canada, traditions cannot be as persistent and as sacred as they are in France. The re-election of the batonnier for a second term only became the rule in 1879, when Mr. Lacoste (now Sir Alexander), was elected to succeed to the late Mr. W. H. Kerr, who had served a brilliant term of four years.

Following is a list of the members of the Bar of Montreal whose term of office as batonnier was of two years or more:—

1849-52—Toussaint Pelletier, Q. C.
1856-58—Henry Stuart, Q. C.
1864-66—Hon. R. Laflamme, Q. C.
1875-79—Wm. H. Kerr, Q. C.
1879-81—Sir Alexander Lacoste, Q. C.
1881-83—W. W. Robertson, Q. C.
1883-85—Hon. C. A. Geoffrion, Q. C.
1885-87—Hon. Honoré Mercier, Q. C.
1887-89—Rouer Roy, Q. C.
1890-92—Hon. F. L. Béique, Q. C.
1894-96—Hon. J. E. Robidoux, Q. C.
1896-98—C. B. Carter, Q. C.
1898-1900—Hon. J. A. C. Madore, Q. C.

To those names must be added those of Mr. C. S. Cherrier, Q. C., who was batonnier in 1855-6, after having been twice president of the Library Association, in 1836-8 and in 1849; of Sir Antoine Aimé Dorion, who filled the position during three terms; in 1852-53, in 1861-62 and in 1873-75; of Mr. Strachan Bethune, K. C., who occupied it twice; in 1859-60 and in 1862-63.

The late Judge Madore was the last batonnier who served two terms in succession. In 1900, at the annual meeting of May 1, Mr. (now Judge) St. Pierre moved that in the future the batonnier and secretary be not re-elected for a second term. The wish was recorded in the Minutes of the meeting without any vote being taken and remained unnoticed until the next election, where it was laid down as an established rule with such energy that Mr. W. J. White, K. C., who had displayed unusual activity and zeal in the office of batonnier, advised his friends that he would not seek re-election.

Once the rule was laid down, some of the members of the Bar, among the most conscientious of them, and the most desirous to keep up the Standard of the profession, began to consider and examine it with fear and trembling, asking themselves whether there would be in their ranks a sufficient number of subjects fit for the exalted position of batonnier, to enable them to produce a new candidate every year. So far, fortunately, the Bar of Montreal has shown that there is no dearth of able representatives in its ranks and the batonniers of the Montreal Bar during the first years of the 20th century have proved worthy of their predecessors.

Following is a list of the batonniers since the beginning of the century, when the Bar of Montreal freed itself from the yoke of the secular traditions of the Paris Bar:—

1901-1902—W. J. White, K. C.
1902-1903—S. Beaudin, K. C.
1903-1904—D. Macmaster, K. C.
1904-1905—Gust. Lamothe, K. C.
1905-1906—Eug. Lafleur, K. C.
1906-1907—P. B. Mignault, K. C.
1907-1908—F. E. Meredith, K. C.

The inconveniences of the new rule have already appeared.

The Batonnier rules the Bar for a year, commences important works, and then, when the year is over, hands the reins to his successor, who possibly was not a member of the Council during the year immediately preceding his election as batonnier, and may be assisted by a Council formed, wholly or partly, of newcomers. This might materially endanger the success of the undertakings commenced. To remedy that evil, a plebiscite was taken, at the last election, on the question whether the retiring batonnier should not be ex-officio member of the Council for the three following years. The proposition was voted down, because the term of three years appeared excessive: had the framers of the proposition limited the term of office in the Council of the retiring batonnier to one year, and even to two years, the wisdom of the provision would probably have appealed to a larger number of advocates.

Let us go back to the creation of the Bar in 1849. The first secretary of the Bar of Montreal was Mr. Strachan Bethune, then a lawyer of six years standing, now the Nestor of the profession. The length of Mr. Bethune's career at the Bar has only been equalled by its brilliancy. Throughout its different epochs, he has always been held in the highest esteem by the various generations which appeared at the Bar while he was in active practice. It is sad to think that the Bar of Montreal omitted to celebrate his golden or his diamond jubilee, for no one was worthier of such an honour. Mr. Bethune was twice batonnier of the Bar of Montreal, in 1859-60, and 1862-3, and, which is more remarkable still, he was one of the examiners who called to the Bar, fifty years ago last January, the present Lieutenant-Governor of the Province of Quebec.

Other veterans of the Bar are Messrs. James O'Halloran, K.C., of Cowansville, Que., admitted in 1854; Mr. I. A. Jodoin, admitted in 1858; Mr. Geo. B. Cramp, K.C., admitted in 1854.

Mr. Jodoin remembers to this date the place where

Mr. R. A. E. GREENSHIELDS, K.C.

Mr. ALFRED DURANLEAU, LL.D.

Mr. JAS. CRANKSHAW, K.C.

Mr. W. A. HANDFIELD.

Mr. J. C. WALSH, M.P.

Mr. J. A. LAMARCHE, K.C.

Mr. PAUL LACOSTE, LL. L.

Ald. W. J. WHITE, K. C.

Mr. W. G. CRUICKSHANK, K.C.

he put up his shingle in 1858, on St.Vincent St.; the law offices next to him were those of the firm of Fabre, Lesage & Jetté the members of which were then young lawyers. It is pleasant to relate that the three members of the firm, though no longer in active practice at the Bar, are residents of Montreal, are still alive and hearty; Mr. Fabre being Canadian Commissioner in Paris; Mr. Lesage, deputy-minister of Public Works in Quebec, and Mr. (now Sir Louis) Jetté, Lieutenant-Governor of the Province.

Although the incorporation of the Bar of Lower Canada was not meant to interfere with the Library Associations, it nevertheless gave them a severe blow. They continued to exist however, and gallantly rented their books to the new corporation, for the benefit of the Bar in general. They eventually died of old age and general debility, and some twenty years ago, the last treasurer of the Montreal Association, the late Mr. Day, Q.C., refused to accept the annual rental which the Bar had bound itself to pay for the books, which since then have been considered, by comity, the property of the Bar.

The Bar Act was frequently amended; it was consolidated in 1866, 1881, 1886, and 1888. An amending law containing several radical changes was prepared a few years ago, but never passed, the Bar having refused to approve of it in its projected form. Another consolidation of the Bar Act and the amendments thereto, will be contained in the Revised Statutes which are now being prepared.

By the Act, the General Council of the Bar, has power to make by-laws for, amongst other things, maintaining the honor and dignity of the Bar and discipline amongst its members, and also for defining and enumerating the professions, trades, occupations, business or offices incompatible with the dignity of the profession of advocate, as well as the offices or charges incompatible with the practice of the profession.

The General Council of the Bar, which is the executive of the corporation known as "The Bar of the Province of Quebec," is composed of the Batonnièr and three delegates from the section of Montreal, the Batonnier and two delegates from the section of Quebec, the Batonnier and one delegate from each of the sections of Three Rivers and St. Francis, and the Batonniers of the sections of Arthabaska, Ottawa and Bedford. The Attorney-General of the Province is, ex officio, a member of the General Council of the Bar.

The public being interested in knowing what the Bar of the Province has done to maintain or raise its own standard, and to protect the public at large, a few quotations from the by-laws of the General Council will have their place here. The last revision of the by-laws was adopted September 16th, 1886, but they have been copiously amended since, and a revised edition thereof is almost completed.

Following are some extracts referring to the discipline of the Bar (Section II.):—

Art. 5:—

The following are declared to be incompatible with the practice of the Profession of an Advocate:

1. Medicine, notarial work, surveying;

2. All permanent salaried offices in the Provincial or Federal Civil service, — except the functions of translator, stenographer, sessional or permanent employee in one or other of the branches of Parliament or the Provincial Legislature;

3. The office of Judge of the Court of Vice-Admiralty. Nevertheless when the sitting Judge of the Court of Vice Admiralty accepted his office at a time when it was permissible for him to exercise at the same time the profession of an advocate, the present regulation will not apply to the present holder of that position;

4. District Magistrates, Judges of Police Courts and Courts of Sessions, and the Recorders of the Cities of Montreal and Quebec . . . . .;

5. The office of Clerk or Assistant Clerk or permanent employee of the office of any of the Courts of Record in this Province, excepting the Court of Vice Admiralty;

6. That of Sheriff, that of Registrar, excepting those Registrars who were named before the coming into force of the by-law.

Art. 6:

"The exercice of any trade, industry, business or transaction is declared to be incompatible with the dignity of the Profession of an Advocate. Also the exercise of a bailiff's duties, of a constable; the position of cashier, manager, clerk or bookkeeper in a manufacturing Company, business house, railway company, steamboat or other association of like nature; the position of insurance agent, business agent, real estate agent, collector, lender or lender's agent on note or on pledge; that of musician, surveyor or architect."

Art. 7:

"The following acts, amongst others, are declared to be derogatory to the honour and the dignity of the profession:—

1. To reveal a professional secret;

2. To publish or communicate a false report of judicial proceedings, either injurious to the honour and dignity of a lawyer or of the profession or of the Bench;

3. To take a lawyer by surprise, and disloyal acts in professional or social relations between brother lawyers;

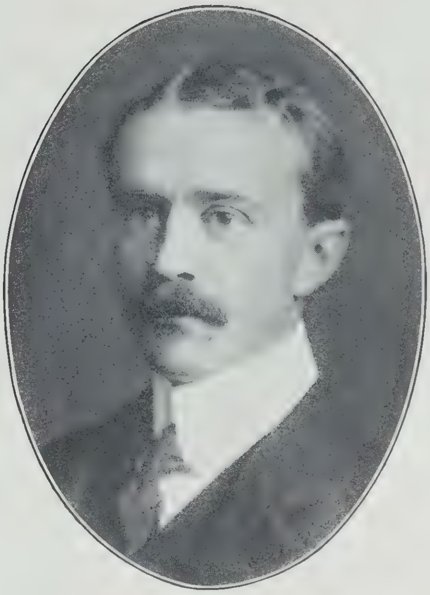
4. To abandon a client just before the hearing or the trial of his case without having given him a sufficient time to obtain another lawyer, or in imposing upon him conditions which the Advocate knows his client is incapable of fulfilling;

5. To acquire a litigious right or a debt with the object of instituting legal proceedings, and by these means to earn fees or profits out of the right so bought or acquired;

6. Abuse of confidence by an Advocate to the detriment of a client, amongst others:

Acquiring for himself or for his relations or friends in whole or in part—either in his name or partners—the rights or pretensions, whose existence and title only became known to the Attorney through consultations with his clients, who thought they had a right to this claim, and are by this means deprived thereof;

Mr. J. C. HICKSON.



Mr. G. A. CAMPBELL.

Mr. A. H. DUFF.

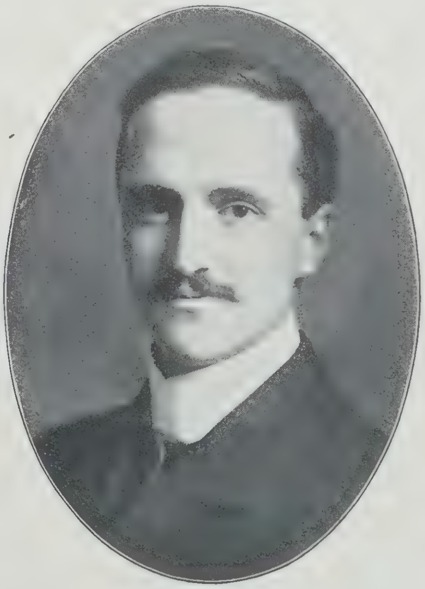
Mr. H. S. WILLIAMS.
Treasurer, Junior Bar of Montreal.

Mr. H. S. VIPOND.

Mr. ERNEST E. VIPOND.

Mr. EDMOND BROSSARD.
President, Junior Bar of Montreal.

Mr. H. J. TRIHEY.



Mr. ANTONIO PERRAULT.
Secretary, Junior Bar of Montreal.

7. To solicit clients or cases, or trafficking in any manner with a ministerial officer or with a business agent;

8. To accept a salary instead of regular fees fixed by the tariff, in giving up to the clients the regular fees; or to make any arrangement in advance having as object the reduction or giving up of fees granted by the tariff with the object of gaining a client or a business;

9. To share his fees with a client or to make any arrangement by which the client would participate or would have an interest in the fees;

10. To undertake any case with an arrangement of participation in the results *quota-litis;*

11. To retain unjustly the moneys, papers or documents of a client;

12. To announce oneself as collecting agent, real estate agent, or business agent, as lender of money on notes or pledges."

The By-laws of the General Council of the Bar contain another provision, which has given rise quite recently to sensational episodes. It is in the following terms:—

Art. 9:

"Any member of the Bar who considers that his honour has been attacked by an act which has become public and which refers to the exercise of his profession, or who thinks that his professional honour is compromised by an act bearing judicial authority, will have the right to lay a complaint before the Council of his District, and to submit to the said Council an examination into his conduct and of his acts, and to obtain its decision on the facts. The District Council will follow in these cases the procedure which it deems proper and will decide in a prompt and summary manner, saving the appeal to the General Council, according to ordinary procedure upon appeals in matters of discipline."

Another protection to the public is given by section 3562 of the Revised Statutes of Quebec. It is in the following terms:—

"The Clerk of any court of justice, having criminal "jurisdiction in the Province, before which a trial of an "advocate of this Province has been had, shall imme-"diately inform the secretary of the section to which the "said advocate belongs, of the sentence pronounced "upon him, and forward to him a certified copy of such "sentence."

Let us now turn to the social relations of the Bench and the Bar, and of the members of the Bar between themselves.

That the intercourse between the Bench and the Bar is a pleasant one to both sides, is beyond question. At every Bar dinner compliments are exchanged, the repetition of which would be unbearable to both parties, were they not sincere. The impeachment of a judge is a thing of the past, and the suspension of a lawyer for contempt of court is almost as obsolete. The tributes recently paid by the Bar to Mr. Justice Taschereau, first when he celebrated his twenty-fifth anniversary of his elevation to the Bench, and subsequently when he was raised to the dignity of Chief Justice of the Court of Appeals, to Sir Melbourne Tait, when he was appointed Chief Justice of the Superior Court; to Mr. Justice Mathieu when he too celebrated his "silver jubilee;" to Judge Doherty, when he retired from the Bench after fifteen years—to cite only a few recent instances—were both spontaneous and heartfelt, and thereby all the more creditable to the recipients thereof.

But, apart from brief meetings between members of the Bench and Bar who belong to the Mount Royal and St. James' Clubs, and a few solemn occasions throughout the year, the social meetings between the Bench and the Bar of Montreal are few and far between, and the same may also be said, to a certain extent, to the intercourse between lawyers, outside of the business relations.

It would be foolish to deny that the Court House of Montreal is not a home for the lawyers of the Canadian Metropolis, such as the Inns of Court are for the London Bar, the Palais de Justice for the lawyers of France and Belgium, Osgoode Hall for all Ontario, but particularly for the residents of the Queen City, or even the Quebec Court House to the local Bar. Whether it will so become at some future date is not easy to foresee. The additions made to it from time to time have spoiled its original architectural beauty, without giving the Bar anything like the space which would be required to make it a little more than a market place for the transaction of legal business. As it is, it is little more to the lawyer than the Stock Exchange is to the broker. Its council meets in a remote room, immediately under the tin-covered roof of the edifice, where the portraits of the batonniers of the last decade cover the walls which will soon become insufficient. Its library is not accessible except when the Court House is open for business, from 9 a.m. till 5 p.m. and attempts to keep it open at nights have proved to be a useless expense, as the members of the Bar, either through force of habit, or on account of the inconvenience of the locality, refrained from turning up in sufficient numbers.

For this reason particularly the members of the Montreal Bar have formed societies, the purpose of which is to remedy that evil, and group the lawyers together outside of business hours, for social as well as for professional purposes.

The first in date is the Junior Bar Association, founded November 4th, 1898, for the following purposes:—

(A) To strengthen the bonds of confraternity existing among the members of the junior Bar of Montreal.

(b) To procure for the members information upon matters of interest to their profession.

(c) To further the interest of the Bar, and particularly those of its junior members.

(d) To establish and maintain friendly relations with like associations abroad.

Its active members must be advocates of less than ten years standing, they may, after that period, be elected honorary members.

Although the Association has acquired more fame outside of the Bar, through its dinners than through its

Mr. A. W G. MACALISTER.

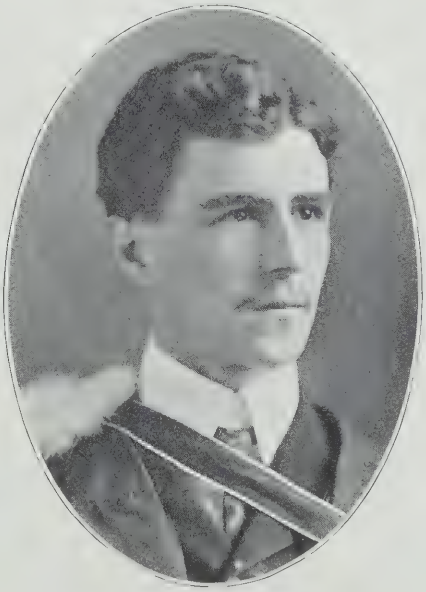
Mr. F. T. ENRIGHT.

Mr. ARNOLD WAINWRIGHT.

Mr. VICTOR E. MITCHELL.

Mr. HECTOR R. BISAILLON.

Mr. LESLIE H. BOYD.



Mr. A. CHASE-CASGRAIN.

Mr. ARTHUR JODOIN.

works, it has faithfully adhered to its programme, and one of its past presidents, Mr. C. Dessaulles, in March, 1905, reviewed the work of the Association in the following terms:—

"The best proof that we do not meet for a vain purpose is to be found in the fact that we have 206 pages of minutes of our meetings, which alone would justify our organization and existence.

"Since the 4th November, 1898, date of its organization, our Asociation has, during the seven months during which we meet each year, held 87 meetings. Special Committees have prepared reports or recommendations on 21 subjects of interest to the Bar. We have discussed 55 law points, all of a practical nature. We have listened to 39 addresses on serious subjects, for the most part judicial. We have 154 active members paying their annual subscription; 15 of our members have within the past two years passed the 10 year limit in practice and according to our constitution those of them who desire to keep up their interest in our work may be elected honorary members; they only cease to take part in the internal management of the Association.

"Few Associations with a purpose in Montreal, can prove their usefulness by figures so convincing. This past is to us the assurance of a lasting future."

The Association may also claim credit for having organized public lectures, to which the Bench and Bar at large were invited. Some of the lecturers, so invited by the Junior Bar came from outside the city, as for example, Mr. Nerincx of Brussels, Messrs.Charles Thierry and René Grioart of Paris, and Hon. Charles Langelier, of Quebec.

The Association has also undertaken the gigantic task of re-drafting the Civil Code and adapting it to modern ideas and needs, as France is now doing for the Code Napoleon. The work, of course, will not be completed for years.

In short, the existence of the Junior Bar Association has been beneficial to its members, who have thereby had opportunities of meeting one another and of exchanging views on subjects of professional interest and of attracting the attention of their senior brothers to the Bar at large, whose work has often been facilitated by the preliminary labours of the Association; to the law students by the good example given, which caused Laval University to put its halls at the disposal of the Junior Bar. The only ones who can complain of their connection with the Association are its founders, who are liable to be still designated as Juniors after they have passed the age limit of ten years, an inconvenience in a profession where age and experience are valuable assets.

A society of more recent formation is the Montreal Bar Association, recently inaugurated, and founded "for the purpose of promoting the interests of the Bar, of facilitating professional labours, and of fostering friendly relations amongst its members."

It has secured commodious quarters in the Molsons Bank Building, corner of St. Catherine and Stanley Streets, which will be open to members every afternoon and evening. It already has a library in embryo, and intends to organize for next winter a series of lectures and debates. Foreign Judges and lawyers of prominence are expected to be amongst the lecturers.

The financial standing of the individual members of the Bar of Montreal is hard to establish. A Belgian writer once said: "I would rather believe the woman who speaks of her age than the lawyer who speaks of his income." In Montreal, the late Sir Francis Johnson once remarked: "I have only known two members of the Bar who died rich, and they were no lawyers." This is hardly true of the present generation. In a city like Montreal, successful practitioners, even at the Bar, are bound to make money, if not to keep it. On the other hand, the public must not take to the letter the figures mentioned from time to time in the papers, as representing the average earnings of leaders of the Bar. Then there are the others, those who are not leaders, the 500 advocates who with equal ardor, but less success, try to compete with their 70 more prosperous brothers. The "New York Herald", a few years ago, fixed the average yearly earnings of the lawyers in New York at $1,200 a year. If such is the case a similar calculation in Montreal would lead to appalling results, and it is to be wondered that more of our University graduates do not turn their eyes to the new provinces of the West, for instance.

It must also be said that the Montreal Bar has seldom received from the powers, its fair share in the distribution of legal work. In matters of general interest our lawyers are too often ignored. The Railway Commission did not see fit to retain a member of the Quebec Bar, even as junior counsel. In the Alaska dispute, we only supplied a junior counsel, and in the fisheries dispute we were only represented at a late stage of the proceedings. The Bar of Montreal has only supplied one of the four judges who have hitherto represented the Province of Quebec on the Supreme Court Bench, and of the six judges of the Court of Appeals of to-day, only two have ever been members of the Montreal Bar. A cursory examination of the records of the Exchequer Court of Canada would lead a stranger to believe that Montreal is a second rate city, ranking somewhere between Quebec and St. John.

The lack of energy displayed so far by the Bar of Montreal, as a body, may account for these surprising results.

Nevertheless the Montreal lawyer, as a rule, lives happy, if sometimes poor, enjoying the consideration of his judges and the courtesy of his fellow lawyers; he sometimes wins his case, and oftener deserves the gratitude of his client, and the respect of the public. What more can he ask?

"Les gueux, les gueux
Sont des gens heureux,
Ils s'aiment entre eux,
Vivent les gueux!"

E. FABRE SURVEYER.

Montreal, June 1907.

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L'Hon. Horace Archambeault, C. R.
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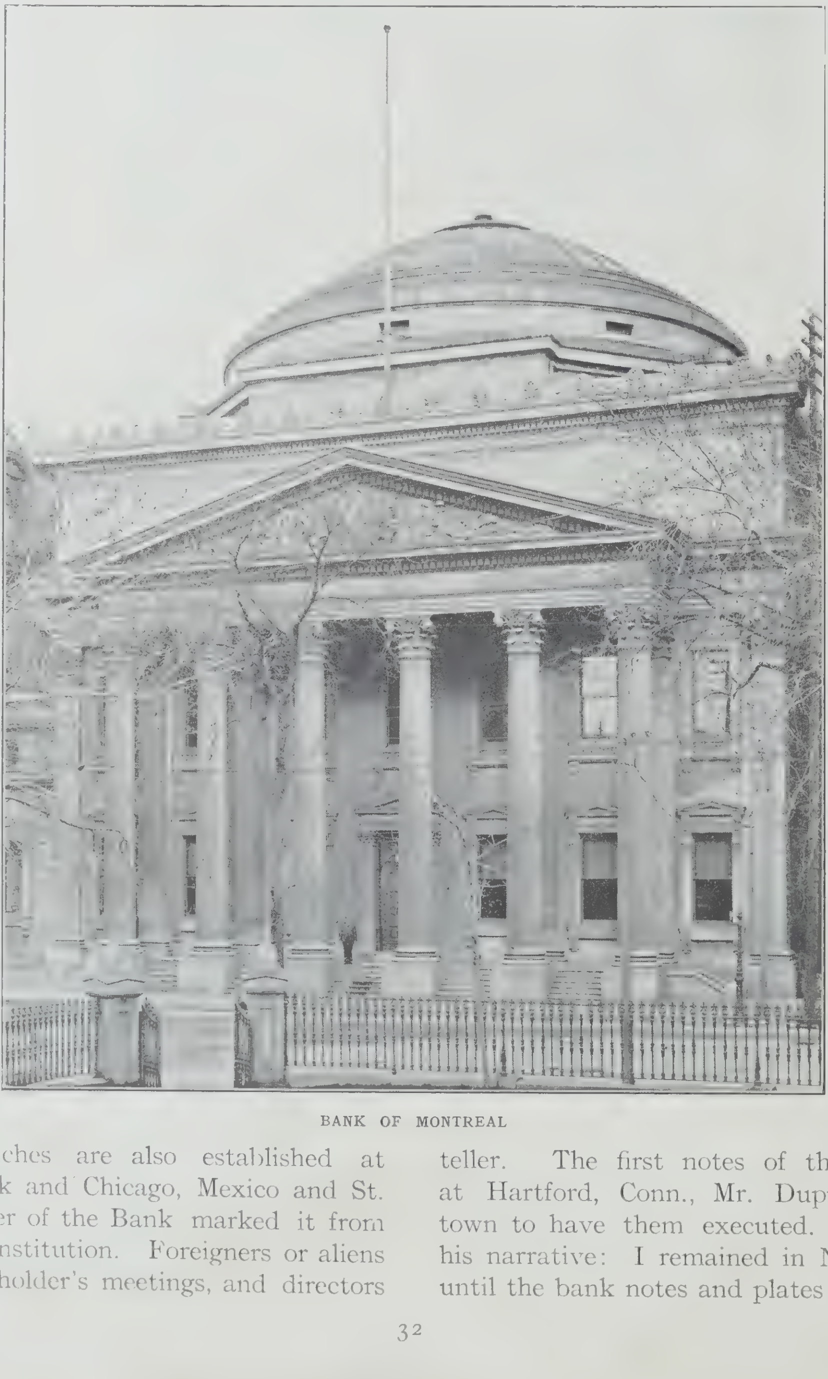
New York Life Building
Montreal.

FINANCIAL

THE Bank of Montreal is one of the institutions of which the citizens are especially proud. It is not only the oldest bank in Canada, but it is one of the great banks of the world. It was founded in 1817 by a company of merchants with a capital of £87,500 currency, or $350,000. An Act of Incorporation was not obtained until 1821, and having been reserved for assent by the Home government according to the constitutional practice of those days, it was not proclaimed as law until 1822. The capital stock was fixed at £250,000 or $1,000,000, from which it was increased in 1855 to £1,000,000, or $4,000,000; in 1870 a further increase of capital to $6,000,000 was made, and in 1873, this was again advanced to $12,000,000. To-day the capital stands at $14,000,000 and the Rest or Reserve fund, at $11,000,000. The Bank of Montreal is not only, as to capital, the largest Colonial bank, but it is the largest bank on this continent, the fifth largest in the British Empire, and the eighth largest joint stock bank in the world. This large capital is employed by many branches extending over the whole of Canada, while branches are also established at London, Eng., New York and Chicago, Mexico and St. Johns, Nfld. The charter of the Bank marked it from the first as a Montreal institution. Foreigners or aliens could not vote at stock-holder's meetings, and directors could be selected only among British subjects who had resided in the province for seven years, and in the city at least three years. The bank, therefore, became identified with the fortunes of the city, and its great success is an evidence of the commercial ability of the men who have successfully directed its affairs. Excepting for the three years, 1824 to 1827, the bank has been continuously prosperous. That was the period of the great crash which broke up the country banks and revolutionized the banking system of England.



BANK OF MONTREAL

In a letter under date June 4th, 1868, Mr. H. Dupuy, the first accountant of the Bank of Montreal, gives some interesting details of its early history. We quote: In the month of August, 1817, the bank was opened in St. Paul Street in the stone house occupied originally by Messrs. Armour and Davis, merchants, towards the New market, and continued to do business there until the erection of the building on the corner of St. Francois-Xavier and St. James Streets (where the Post Office now stands). The lot was purchased in 1818 and about 1821 the bank building was completed, which was long thereafter shown on the copper coinage issued by the bank. The staff at first consisted of a cashier, an accountant, a receiving teller, and a paying teller. The first notes of the bank were engraved at Hartford, Conn., Mr. Dupuy being sent to that town to have them executed. Mr. Dupuy continues his narrative: I remained in New York and Hartford until the bank notes and plates were ready, and accord-

BANK OF MONTREAL.

(ESTABLISHED 1817)

INCORPORATED BY ACT OF PARLIAMENT

CAPITAL (*all paid up*)	$14,400,000.00
REST,	11,000,000.00
UNDIVIDED PROFITS,	422,689.98

HEAD OFFICE—MONTREAL.

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D. R. CLARKE, *Inspector Maritime Provinces and Newfoundland Branches.*

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BOWMANVILLE,
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BROCKVILLE,
CHATHAM,
COLLINGWOOD,
CORNWALL,
DESERONTO,
EGLINTON,
FENELON FALLS,
FORT WILLIAM,
GODERICH,
GUELPH,
HAMILTON,
“ Sherman Ave.
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KING CITY,
KINGSTON,
LINDSAY,
LONDON,
MILLBROOK,
MOUNT FOREST,
NEWMARKET,
OTTAWA,
“ Bank St.
“ Hull, P.Q.
PARIS,

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PICTON,
PORT ARTHUR,
PORT HOPE,
QUEENSVILLE,
SARNIA,
STRATFORD,
ST. MARYS,
SUDBURY,
TORONTO,
“ Yonge St.
“ Wellington St.
“ Queen St.
“ Richmond St
“ Carlton St.
TRENTON,
TWEED,
WALLACEBURG,
WARSAW,
WATERFORD.

PROV. OF QUEBEC

BUCKINGHAM,
COOKSHIRE,
DANVILLE,
FRASERVILLE,

PROV. OF QUEBEC

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LAKE MEGANTIC,
LEVIS,
MONTREAL,
“ Hochelaga,
“ Papineau Ave.
“ Point St. Charles,
“ Seigneurs St.
“ Ste. Anne de Bellevue,
“ St. Henri,
“ West End,
“ Westmount,
QUEBEC,
“ Upper Town,
SAWYERVILLE.

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FREDERICTON,
GRAND FALLS,
HARTLAND,
MARYSVILLE,
MONCTON,
SHEDIAC,

PROV. OF NEW BRUNSWICK

Continued.

ST. JOHN,
WOODSTOCK

PROV. OF NOVA SCOTIA

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BRIDGEWATER,
CANSO,
GLACE BAY,
HALIFAX,
“ North End,
LUNENBURG,
MAHONE BAY,
PORT HOOD,
SYDNEY,
WOLFVILLE,
YARMOUTH,

NORTHWEST PROVINCES

ALTONA, Man.
BRANDON, Man.
CALGARY, Alta.
EDMONTON, Alta.
INDIAN HEAD, Sask.
LETHBRIDGE, Alta.
OAKVILLE, Man.
PORTAGE LA PRAIRIE, (Man

NORTHWEST PROVINCES

Continued.

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REGINA, Sask.
ROSENFELD, Man
SASKATOON, Sask.
WINNIPEG, Man.
“ Fort Rouge
“ Logan Ave.

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CHILLIWACK,
ENDERBY,
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NEW DENVER,
N. WESTMINSTER,
NICOLA,
ROSSLAND,
SUMMERLAND,
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“ Westminster Ave
VERNON,
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IN NEWFOUNDLAND

ST. JOHN'S .... BANK OF MONTREAL
BIRCHY COVE, BAY OF ISLANDS .... BANK OF MONTREAL.

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“ THE UNION OF LONDON AND SMITH'S BANK, LTD.
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“ THE NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.
LIVERPOOL, THE BANK OF LIVERPOOL, LTD.
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“ THE BANK OF NEW YORK, N.B.A.
“ NATIONAL BANK OF COMMERCE IN NEW YORK.
“ NATIONAL PARK BANK.
BOSTON, THE MERCHANTS NATIONAL BANK.
BUFFALO, THE MARINE NATL. BANK, BUFFALO.
SAN FRANCISCO, THE FIRST NATIONAL BANK.
“ THE ANGLO-CALIFORNIAN BANK, LTD.

MONTREAL, 2ND JULY, 1907.

ing to strict instructions took my departure for Canada by way of Utica, landed at Prescott, and remained in that town nearly two days for a conveyance to Montreal by stage, as steamboats were not to be then had. During my absence the tellers received the first instalment in gold and silver due on the stock subscribed for, and much of the stock was paid for in full. A large quantity of specie had been secreted by the Canadians, but by degrees they became reconciled to part with it for Bank of Montreal stock, although some of them held back as they could not believe in the safety of banks. The first cashier was Mr. Robert Griffin, with a salary of £300 per annum, and the first President was John Gray, Esq., of Cote St. Catherine, a suburb of Montreal. Samuel Gerrard was, I think, the next President, the head of the firm of Gillespie, Moffatt & Co., a very intelligent, experienced man in business. About the year 1824 the Bank met with severe losses, chiefly in Quebec, by lumber merchants, and about £80,000 was lost. Dividends were stopped, the stock was offered at 40 and 50 per cent discount, and the public became very uneasy. In the year 1829 I was appointed manager of the Kingston branch, and shortly after this a specie war took place between the Bank of Montreal and the Bank of Upper Canada. Kegs and boxes of specie would be sent to the latter at Toronto in payment of balances, to be returned to the Bank of Montreal when the balance was on the other side. This war continued for some months until both banks agreed to settle their differences by Bills of Exchange or drafts."

NEW HOME OF THE CANADIAN BANK OF COMMERCE

There are at the present time thirty-five Banks in Canada of which nineteen have their head office or branches in Montreal. These are as follows:—

	CAPITAL	LIABILITIES	ASSETS
Montreal	$14,400,000	$141,801,811	$168,209,501
Quebec	2,500,000	10,425,005	14,394,720
Nova Scotia	3,000,000	29,588,364	38,106,296
British	4,866,666	41,755,238	50,216,554
Toronto	3,984,750	27,903,501	36,932,013
Molsons	3,261,090	26,630,034	33,466,642
Eastern Townships	2,948,120	14,655,142	19,656,967
Nationale	1,787,124	11,085,759	13,748,943
Merchants	6,000,000	42,754,857	53,082,459
Provincial	1,004,212	5,187,481	6,426,856
Union	3,000,000	25,877,177	30,880,919
Commerce	10,000,000	100,688,760	116,808,553
Royal	3,900,000	37,048,249	45,722,774
Dominion	3,588,464	43,033,155	51,725,246
Hochelaga	2,445,640	15,520,964	19,770,141
Ottawa	3,000,000	26,070,156	32,543,962
Imperial	4,773,948	35,442,848	45,641,257
Sovereign	4,000,000	19,702,520	25,021,409
Crown	954,580	4,093,420	5,140,650

The Canadian Bank of Commerce

B. E. WALKER, *President* **ALEX. LAIRD**, *General Manager*

Capital Paid Up $10,000,000 Rest $5,000,000

172 BRANCHES IN CANADA AND THE
UNITED STATES,
AND AN OFFICE IN LONDON, Eng.

A General Banking Business transacted at all Branches.

Drafts and Money Orders Sold.

Letters of Credit Issued, Available at all points.

Foreign Exchange Bought and Sold.

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Delorimer, 1135 Rachel Street, - - H. G. Pangman, Act'g Mgr.

MONTREAL BRANCH, - - 189 ST. JAMES STREET

F. H. MATHEWSON,
Manager.

C. D. MACKINTOSH,
Asst. Manager.

The Canadian banking system differs widely from that of the United States, its closest prototype being found in the banking system of Scotland, after which, in a measure, it is modelled. The two prominent features of the Canadian system are the character of the note circulation and the branches. The charters are derived from the Dominion Parliament and are renewed every ten years, when the Banking Act, to which all the banks are subject, comes under review and such revision as experience and circumstances may render desirable. The security of the note circulation, though peculiar in its interdependence, and theoretically indefensible, is so ample as to render the currency safe beyond peradventure. That currency consists of (1) subsidiary coinage, copper and silver, (2) Dominion note issues, $1, $2, and $4, and (3) bank notes of the denomination of $5 and multiples of $5. There is no gold coinage in Canada, and no gold currency in circulation, but the banks hold a percentage of their cash reserve in United States gold coin and British sovereigns. The Dominion Government enjoys a profit from the currency through the coinage of copper and silver, and through the circulation of notes of small denomination, the banks not being permitted to issue any note of less denomination than $5. The banks are not required by law to hold any fixed percentage of cash reserves, but whatever the cash reserve may be at any time, at least 40 per cent. of it must consist of Dominion notes. The only restriction upon the note circulation of the banks is their paid-up capital, it being forbidden a bank under heavy penalty, to have in circulation at any time notes in excess of its paid-up capital. Subject to this limitation, the currency is elastic, expanding and contracting according to the requirements of trade. The security of the bank note issues consists of (1) a deposit with the Dominion Government of 5 per cent. of the amount in circulation; (2) the total assets of the bank of issue, upon which the notes are a first and preference lien; (3) the double liability of the shareholders of the bank, they being liable for double the amount of their stock in the event of the assets failing to provide for the redemption of the notes; and (4) the aggregate assets of all the banks in Canada. This latter provision of the law, which can hardly be justified in logic, calls for a word of explanation. Should any bank suspend payment, the Bankers' Association, representative of all the

THE MERCHANTS BANK OF CANADA

The Merchants' Bank of Canada

ESTABLISHED 1864

Head Office - - - MONTREAL

Capital Paid Up,	**$6,000,000**
Reserve Fund and Undivided Profits,	**$4,034,256**

Board of Directors:

President—SIR H. MONTAGU ALLAN (Allan Line Royal Mail S.S. Co.)
Vice-Pres.—JONATHAN HODGSON, Esq., (Messrs. Hodgson, Sumner & Co.)

Directors:

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CHAS. R. HOSMER, Esq., (Director Canadian Pacific Railway).
CHAS. F. SMITH, Esq., (President Jas. McCready Co., Ltd.)
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C. M. HAYS, Esq., (General Manager Grand Trunk Railway).
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E. F. HEBDEN, General Manager **T. E. MERRETT, Supt. of Branches and Chief Inspector**

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Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
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Delta
Douglas
Eganville
Elgin
Elora
Finch
Galt
Ft. William
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Markdale
Meaford
Mildmay
Mitchell
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

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" 1255 St. Catherine St. E.
" 310 St. Catherine St. W.
" 1330 St. Lawrence Boul.
" Town of St. Louis
Beauharnois
Lachine
Quebec
" St. Sauveur
Shawville
Sherbrooke
St. Jerome
St. Johns
St. Jovite

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Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris
Napinka
Neepawa
Oak Lake
Portage La Prairie
Russell
Souris
Winnipeg

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Calgary
Camrose
Carstairs
Daysland
Edmonton
Fort Saskatchewan
Lacombe
Leduc
Medicine Hat
Olds
Red Deer
Stettler
Sedgewick
Tofield
Vegreville
Wetaskiwin

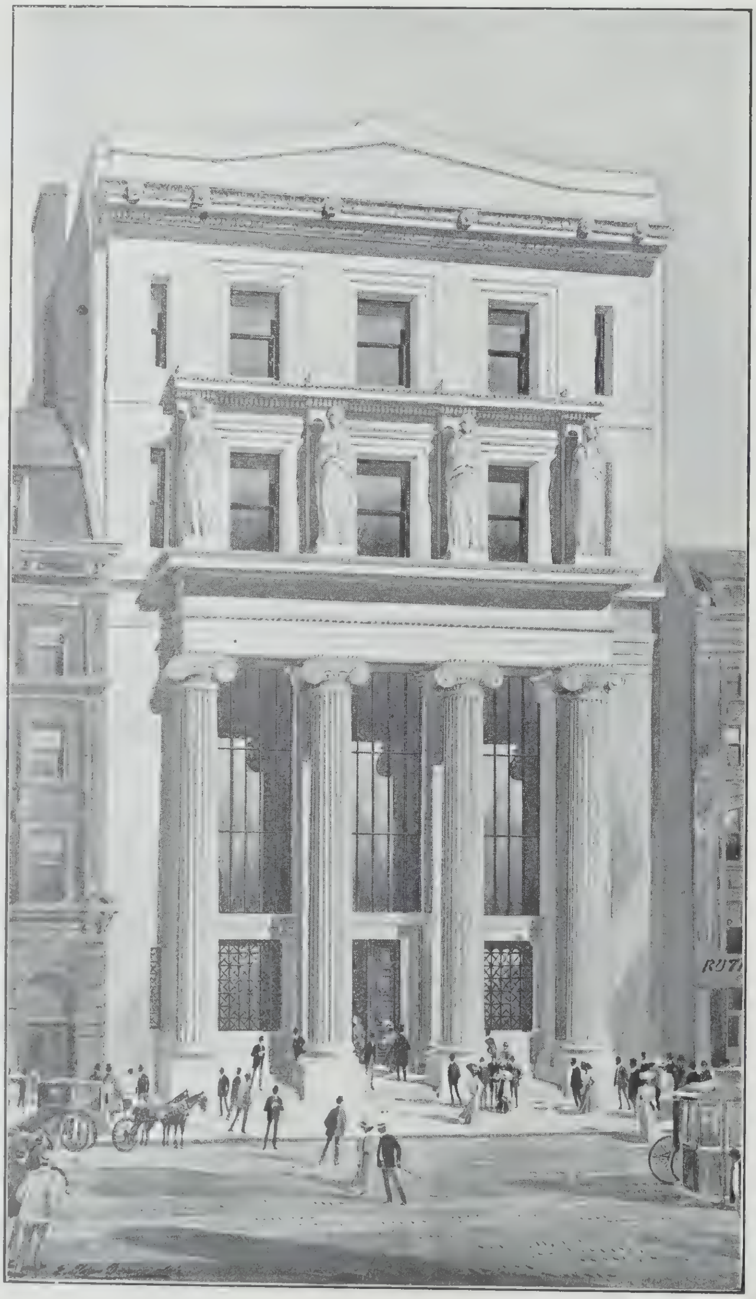
SASKATCHEWAN.

Arcola
Gainsborough
Carnduff
Maple Creek
Oxbow
Forget
Whitewood

BRITISH COLUMBIA—Vancouver, Victoria
UNITED STATES.—New York—63 and 65 Wall Street
Agents in GREAT BRITAIN:—The Royal Bank of Scotland.

A General Banking Business Transacted. Interest at 3 per cent. per annum allowed on SAVINGS BANK DEPOSITS of $1.00 and upwards. Commercial Letters of Credit issued, available in China, Japan, and other Foreign Countries. Letters of Credit issued to Travellers, payable in all parts of the World. Drafts sold available in any city or banking town in the United Kingdom or United States. Emigrants' business given particular attention to.

banks in Canada, assumes the administration and the winding-up of its affairs. As the assets are realized the notes outstanding of the bank which has failed are redeemed; if the assets do not suffice for this purpose—a remote and improbable contingency—the bank note redemption fund in the hands of the Dominion Government, and consisting of 5 per cent. of the average note circulation of all the banks, is drawn upon, and if this fund proves inadequate the solvent banks are required to supply the deficiency by maintaining this redemption fund always at an amount equivalent to 5 per cent. of their outstanding circulation. Thus it happens that a chain of interdependence between the banks is forged, a common liability in the last resort for the security of the note issue of each. One other important point in this connection may be mentioned, namely, that between the period of the suspension of a bank and the redemption of its circulation, the notes bear interest at the rate



NEW HOME OF THE ROYAL BANK OF CANADA

THE ROYAL BANK OF CANADA

INCORPORATED 1869

Capital Paid-up, $3,900,000 - - - - Reserve Fund, $4,390,000

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W. B. TORRANCE, - - - - Supt. of Branches.
C. E. NEILL, - - - - } Asst. General Managers
F. J. SHERMAN, - - - - }

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ONTARIO

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BOWMANVILLE
CHIPPAWA
CORNWALL
GUELPH
HANOVER & ELMWOOD
INGERSOLL
NIAGARA FALLS
OTTAWA
OTTAWA, Bank Street
OTTAWA, Market Branch
PEMBROKE
PETERBOROUGH
TORONTO

QUEBEC

MONTREAL
MONTREAL ANNEX
MONTREAL, West End
MONTREAL, St. Catherine St., W.
MONTREAL, St. Paul
WESTMOUNT
WESTMOUNT, Victoria Avenue

MARITIME PROVINCES

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DALHOUSIE
DORCHESTER
EDMUNDSTON
FREDERICTON
MONCTON
NEWCASTLE
REXTON
ST. JOHN
ST. JOHN, North End
SACKVILLE
WOODSTOCK

NOVA SCOTIA

AMHERST
ANTIGONISH
BRIDGEWATER
GUYSBORO
HALIFAX
LONDONDERRY
LOUISBURG
LUNENBURG
MAITLAND
PICTOU
PORT HAWKESBURY
SHUBENACADIE
SYDNEY
TRURO
WEYMOUTH

PRINCE EDWARD ISLAND

CHARLOTTETOWN
SUMMERSIDE

NEWFOUNDLAND

ST. JOHN'S

BRITISH COLUMBIA AND NORTH-WEST

BRITISH COLUMBIA

CHILLIWACK
CUMBERLAND
GRAND FORKS
LADNER
NANAIMO
NELSON
NEW WESTMINSTER
PORT ESSINGTON
PORT MOODY
ROSSLAND
VANCOUVER
VANCOUVER Cordova St.
VANCOUVER East End
VANCOUVER Granville Street
VANCOUVER, Mount Pleasant
VERNON
VICTORIA

ALBERTA

CALGARY
EDMONTON

MANITOBA

DOMINION CITY
DURBAN
LAUDER
PLUMAS
WINNIPEG

SASKATCHEWAN

HALBRITE
LIPTON
MOOSE JAW

CUBA

CAMAGUEY
CARDENAS
CIENFUEGOS
HAVANA
HAVANA, Galiano St
MANZANILLO
MATANZAS
SANTIAGO DE CUBA

PORTO RICO

SAN JUAN

UNITED STATES

NEW YORK, 68 William Street.

PROGRESS OF SIX YEARS.

	Capital and Reserve	*Deposits*	*Total Assets*
1901	$3,700,000	$12,600,000	$18,500,000
1907	8,290,000	33,700,000	46,400,000

SAVINGS DEPARTMENT AT ALL BRANCHES

GENERAL BANKING BUSINESS TRANSACTED

FAVORABLE TERMS ON APPLICATION

of 5 per cent. per annum. The cardinal advantage to the public of these provisions is that the failure of a bank does not affect the value of its outstanding notes, which continue as readily in circulation at their face value after as before the event, until they are called in for redemption.

The following statement of the affairs of the chartered banks in Canada on May 31st, 1897 and 1907, shows the marvellous expansion of the decade:—

NEW HOME OF THE EASTERN TOWNSHIPS BANK.

	May, 1907.	May, 1897.
Capital paid-up	$ 96,167,889	$ 61,943,156
Reserve fund	69,412,774	27,020,799
Liabilities.		
Notes in circulation	70,741,113	31,820,445
Due Dominion Government	5,889,864	4,427,836
Due Provincial Governments	11,098,728	2,547,260
Deposits on demand	172,065,976	70,183,545
Deposits after notice	415,476,948	129,532,122
Deposits outside Canada	58,484,660	....
Loans from banks in Canada	2,053,494	17,642
Depts. on demand in Canadian banks	6,463,247	2,838,777
Due agencies in U. K.	12,140,541	3,373,262
Due agencies abroad	5,709,760	320,798
Other liabilities	17,160,877	958,688
Total liabilities	$777,285,285	$246,133,727
Assets.		
Specie	$ 24,801,913	$ 8,657,293
Dominion notes	44,463,816	15,936,862
Deposits securing circulation	3,681,208	1,848,493
Notes and cheques on other banks	30,649,668	8,519,447
Loans to other banks in Canada, sec.	2,060,195	31,094
Depts. on demand in Canadian banks	8,315,930	3,679,882
Due from banks in U. K.	6,687,246	8,981,513
Due from foreign banks, etc	15,275,204	18,763,773
Dominion and Provincial Governments secs.	10,140,107	2,800,224
Canadian municipal secs. and other pub. sec. (not Dominion)	21,677,724	11,875,353
Railway and other secs.	40,915,499	12,976,319
Call loans in Canada	49,886,386	14,256,609
Call loans outside Canada	52,281,678	....
Current loans in Canada	584,707,830	211,750,319
Current loans outside Canada	25,412,267	....
Loans to Provincial Governments	1,645,995	821,469
Overdue debts	3,312,459	3,419,427
R. E. besides bank premises	853,825	1,989,223
Mortgages on real estate	370,872	509,294
Bank premises	15,778,215	5,627,440
Other assets	8,151,742	2,086,915
Total assets	$951,069,950	$334,693,054

ESTABLISHED 1859

EASTERN TOWNSHIPS BANK

Head Office Sherbrooke, P.Q.

Paid Up Capital	Reserve Fund
$3,000,000	$1,860,000

WM. FARWELL,
President

S. H. C. MINER,
Vice-Pres.

J. MACKINNON,
General Manager.

70 Branches and Agencies throughout the Dominion.

MONTREAL BRANCHES:

Main Office: 179 St. James Street

WEST END:
593 St. Catherine St. West

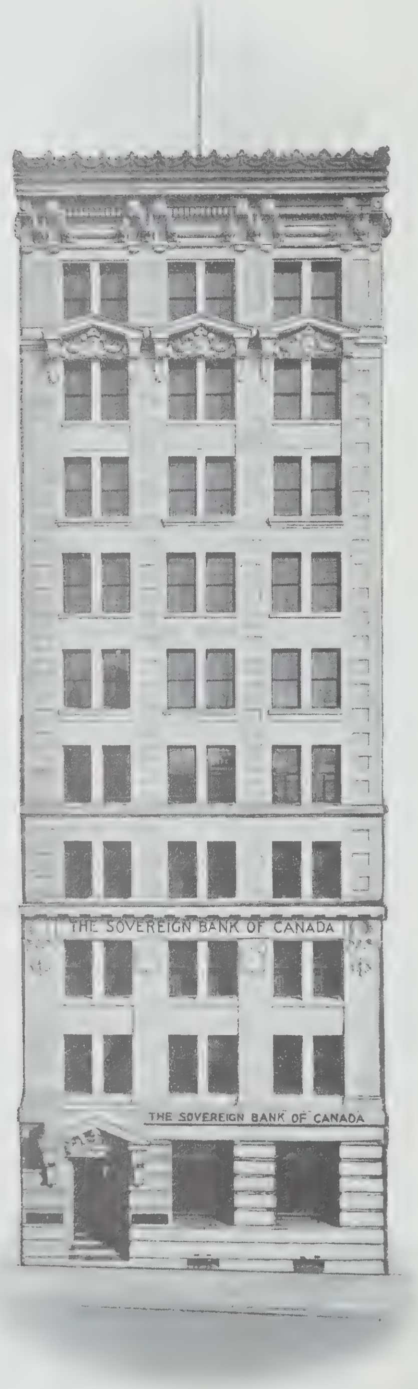
EAST END:
120 St. Catherine St. East

Commercial and Travellers Letters of Credit and Travellers Cheques Issued Payable Throughout the World.

INTEREST COMPOUNDED QUARTERLY IN THE SAVINGS BANK DEPARTMENT.

The deposits of the Canadian people in the various banking depositories of the country were on May 31st, 1907, as follows:—

Chartered Banks	$587,542,924
Savings Banks	28,537,326
Post Office Banks	46,880,825
Government Banks	14,907,244
Total Deposits	$677,868,319



THE SOVEREIGN BANK OF CANADA

That sum represents an average of not less than $100 of deposits in bank per head of population. Ten years ago, in 1897, the aggregate of public deposits in the same banks was $265,102,228, so that in the decade the increase has amounted to $412,766,000, or nearly 160 per cent., as against an increase in population of about 25 per cent., a remarkable evidence of the thrift and prosperity of the Canadian people.

A. P. LESPERANCE, General Manager,
The Montreal City and District Savings Bank.

◆

MONTREAL CHRONOLOGICALLY.

1535. On Oct. 3rd Jacques Cartier landed at Hochelaga.
1611. Champlain landed at spot on which Custom House now stands.
1642. May 18th Montreal founded by Paul de Chomedy, Sieur de Maisonneuve.
1644. The Island of Montreal ceded to the Sulpicians.
1657. The Seminary of St. Sulpice established by Abbé Quelus, and the Sisters of the Congregation by Marguerite Bourgeois.

J. HAYDEN HORSEY,
Montreal Manager Dominion Bank.

DEPOSIT YOUR SAVINGS WITH

The Montreal City and District Savings Bank

ESTABLISHED IN 1846

The Only Bank incorporated under the Savings Bank Act, doing business in the City of Montreal. Its Charter (different from that of all other Banks), is so framed as to ensure every possible protection to depositors.

DIRECTORS.

Hon. J. Ald. Ouimet	President.
Michael Burke	Vice-President.

Hon. Robert Mackay	Robert Archer
H. Markland Molson	M. Nowlan deLisle
Richard Bolton	Hon. R. Dandurand
G. N. Moncel	Hon. C. J. Doherty

THE MONTREAL CITY & DISTRICT SAVINGS BANK

Capital Subscribed	$2,000,000.00
Capital Paid-up	600,000.00
Reserve Fund	900,000.00
Total Assets, over	22,000,000.00
Number of Open Accounts, over	92,000

Head Office, 176 St. James Street, Montreal

BRANCHES.

504 St. Catherine Street East, Montreal.
750 Notre Dame Street West, Montreal.
Corner Centre, Grand Trunk and Conde Streets, Montreal.
1398 Notre Dame Street East, Montreal.
946 St. Denis Street, corner Rachel, Montreal.
381 St. Catherine Street West, Montreal.
Corner of Ontario and Maisonneuve Streets, Montreal.
Corner of St. Lawrence and Pine Avenue, Montreal.

Interest allowed at highest current rates; credited every three months. Deposits may be made by two persons payable to either of them. Ask for one of our Home Savings Banks. It will help you to save. You will be pleased to see your Bank account grow little by little. Every courtesy will be shewn to you, whether your account be large or small.

A. P. LESPERANCE, Manager.

The Sovereign Bank of Canada

HEAD OFFICE, - - TORONTO.

Paid up Capital - - - - - $3,000,000.

DIRECTORS

ÆMILIUS JARVIS, ESQ., *President.* RANDOLPH MACDONALD, ESQ., *First Vice-President.* A. A. ALLAN, ESQ., *Second Vice-President.*
HON. D. MCMILLAN. ARCH. CAMPBELL, ESQ., M.P. A. E. DYMENT, ESQ., M.P.
HON. PETER MCLAREN. W. K. MCNAUGHT, ESQ., M.P.P. ALEX. BRUCE, ESQ., K.C.

F. G. JEMMETT, *General Manager.* R. CASSELS, *Assistant General Manager.*

SAVINGS BANK DEPARTMENT.

Interest at current rates paid quarterly

BRANCHES AND SUB-OFFICES IN CANADA

Amherstburg	Ont.	Dunham	Que.	Linwood	Ont.	Ottawa, Market	Ont.	Sutton	Ont
Arkona	"	Durham	Ont.	London	"	Owen Sound	"	Teeswater	"
Aylmer	"	Englehart	"	London East	"	Pefferlaw	"	Thedford	"
Baden	"	Essex	"	Markham	"	Penetanguishene	"	Thessalon	"
Beaverton	"	Exeter	"	Marmora	"	Perth	"	Thorndale	"
Beebe Plain	Que.	Fletcher	"	Millbank	"	Queensville	"	Tilbury	"
Belmont	Ont.	Frelighsburg	Que.	Milverton	"	Rockland	"	Toronto	"
Berlin	"	Galt	Ont.	Monkton	"	Sandwich	"	" Market	"
Brampton	"	Goderich	"	Montreal	Que.	South River	"	Tweed	"
Brechin	"	Haileybury	"	" West End	"	South Woodslee	"	Unionville	"
Brome	Que.	Hamilton	"	Mount Albert	Ont.	Sprucedale	"	Waterloo	Que.
Brucefield	Ont.	Harrietsville	"	Mount Forest	"	St. Catharines	"	Walton	Ont.
Burk's Falls	"	Harrow	"	New Dundee	"	St. David's	"	Windsor	"
Chatham	"	Havelock	"	New Liskeard	"	St. Jacob's	"	Wyoming	"
Claremont	"	Hensall	"	Newmarket	"	Stanbridge East	Que.	Zurich	"
Clinton	"	Huntsville	"	North Bay	"	Stanstead	"		
Crediton	"	Ilderton	"	Niagara	"	Stirling	Ont.		
Dashwood	"	Lambeth	"	Ottawa	"	Stouffville	"		

Main Office, Montreal: 232 ST. JAMES ST.
A. H. B. MACKENZIE, Manager.

West End Branch: ST. CATHERINE ST. (cor. Guy St.)
W. A. GRASETT, Manager.

BANK OF BRITISH NORTH AMERICA.

1700. Treaty of Peace concluded at Montreal between the Five Nation Indians and the French.

1743. Annual fur fair established.

1760. On Sept. 8th, Montreal surrendered to General Amherst.

1765. Fire destroyed about one-fourth of the town.

1768. More than one hundred buildings destroyed by fire.

1775. On Oct. 25th, Col. Ethan Allen and 150 American troops captured at Longue Pointe by Major Carden and Canadian militia.

1775. On Nov. 12th, Montreal capitulated to General Montgomery, and was occupied by the Continental troops.

1776. The American troops withdrawn. Benjamin Franklin visits Montreal.

1778. The Montreal GAZETTE established.

1790. The first Presbyterian congregation organized, divine service being held in the Recollet Fathers' chapel.

1792. St. Gabriel Presbyterian Church built, the first Protestant church erected in Canada.
Mail service, fortnightly, between Montreal and New England States established.

1799. Erection of a Court House authorized by the Legislature.

1805. Monthly mail service between Montreal and Upper Canada established.

1806. Nelson monument erected.

1809. The "Accommodation," the first steamboat on the St. Lawrence, built by John Molson, Esq., proceeded to Quebec.

1812. General Hull and the American troops captured at Detroit by General Brock arrived at Montreal in September as prisoners of war.

1815. The first street lamps erected.

1817. Bank of Montreal founded.

1819. Population of Montreal, 15,000.

1821. First sod of the Lachine Canal turned.

1825. Corner stone of Parish Church on Place d'Armes Square laid.
Eighty houses destroyed by fire in Quebec suburbs.

1829. McGill University formally organized.

1830. Enlargement and improvement of the harbour begun.

1831. Montreal incorporated as a city.

1832. Election riot in contest between Mr. Bagg and Dr. Tracy, militia called out, mob fired upon, and three persons killed.
Asiatic cholera pestilence. Cases reported 4,420, of which 1,904 were fatal.
Jacques Viger, Esq., appointed first mayor of Montreal.

1837. Collision between the Rebels and Loyalists.
On Dec. 5th, the district of Montreal placed under martial law.

1844. Seat of government removed from Kingston to Montreal.

1847. Ship fever carries off 6,000 immigrants.

1848. Disastrous flood in January from rising of the river.
The big bell of Notre Dame, among the largest in the world, christened.
Population of Montreal, 55,146.

DOMINION BANK Montreal Branch.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836 Incorporated by Royal Charter in 1840

Capital paid up - $4,866,666 Reserve Fund - $2,238,666

COURT OF DIRECTORS

John H. Brodie, Esq.
John James Cater, Esq
J. H. M. Campbell, Esq.
Richard H. Glyn, Esq
E. A. Hoare, Esq.
H. J. B. Kendall, Esq
Fred Lubbock, Esq,
C. W. Tomkinson, Esq.
Geo. D. Whatman, Esq.

HEAD OFFICE - - - - - - - - - - 5 GRACECHURCH STREET., LONDON, E.C.

A. G. Wallis, Secretary. W. S. Goldby, Manager.

Head Office in Canada: St. James Street, Montreal.

H. STIKEMAN, General Manager.

J. ELMSLY, Superintendent of Branches.

H. B. MACKENZIE, Superintendent of Central Branches, Winnipeg.

JAMES ANDERSON, Inspector. O. R. ROWLEY, Inspector Branch of Returns.

A. G. FRY, and W. G. H. BELT, Assistant Inspectors.

BRANCHES IN CANADA.

Montreal Branch: A. E. Ellis, Manager. J. R. Ambrose, Sub. Manager.

Alexander, Man
Ashcroft, B. C.
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont.
Brandon, Man.
Brantford, Ont.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask
Dawson, Yukon
Duck Lake, Sask.
Duncans, B.C.
Estevan, Sask.
Fenelon Falls, Ont..
Fredericton, N.B.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont
“ Barton St.
Hamilton, Victoria Av.
Hedley, B.C.
Kaslo, B.C.
Kingston, Ont.
Levis, P. Q.
London Ont.
“ Hamilton, Road
“ Market Square
Longueuil, P.Q.
Montreal, P.Q.
“ St. Catherine St.
Midland, Ont.
North Battleford, Sask.
North Vancouver, B.C.
Oak River, Man.
Ottawa, Ont.
Quebec, P.Q.
Reston, Man.
Rossland, B.C.
Rosthern, Sask
St. John, N.B.
“ Union Street
Toronto, Ont.
“ King and Dufferin Sts.
“ Bloor & Landsdowne
Toronto Junction Ont.
Trail, B.C.
Vancouver, B.C.
Victoria, B.C.
Weston, Ont.
Winnipeg, Man.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES.

New York, 52 Wall Street, H. M. J. McMichael & W. T. Oliver, Agents

San Francisco, 120 Sancome Street, J. C. Welsh and A. S. Ireland, Agents. Chicago, Merchants Loan and Trust Co.

London Bankers: The Bank of England. Messrs. Glyn & Co.

Foreign Agents: Liverpool—Bank of Liverpool. Scotland—National Bank of Scotland, Limited and Branches. Ireland—Provincial Bank of Ireland, Limited, and Branches; National Bank, Limited, and Branches. Australia—Union Bank of Australia, Limited, New-Zealand—Union Bank of Australia, Limited. India, China, and Japan—Merchantile Bank of India Limited. West-Indies—Colonial Bank. Paris—Credit Lyonnais. Lyons—Credit Lyonnais. Agents in Canada for the Colonial Bank, London and West Indies.

☞Issues Circular Notes for Travellers available in all parts of the World. Drafts on South Africa and West Indies may be obtained at the Bank's Branches.

THE DOMINION BANK

Head Office, Toronto, Canada.

CAPITAL,	$ 3,600,000
RESERVE FUND,	4,590,000
DEPOSITS,	36,000,000
TOTAL ASSETS,	51,000,000

E. B. OSLER, M. P., President. W. D. MATTHEWS, Vice-President.
CLARENCE A. BOGERT, General Manager. H. J. BETHUNE, Supt. of Branches.
J. HAYDN HORSEY, Mgr. Montreal Branch. J. M. JELLETT, Asst. Mgr. Montreal Branch.

Accounts of Banks, Corporations and Firms solicited.

We have exceptional facilities for conducting the business of Canadian, British and European Exporters, and the handling of the collections of Foreign Banks and Bankers.

Dealers in Domestic and Foreign Exchange.

Commercial and Travellers' Letters of Credit issued, available in all parts of the world.

Correspondence invited.

MOLSONS BANK.

1849. Burning of the Parliament building by mob, in consequence of passage of Rebellion Losses Bill.
Cholera again breaks out.

1850. Two hundred and seven houses destroyed by fire in June, and over one hundred and fifty by fire in August.
Provincial exhibition held in Bonsecours Market Hall.
Rev. Francis Fulford enthroned as first Anglican Bishop of the Diocese of Montreal.

1851. Opening of St. Lawrence and Atlantic railway from Longueuil to Richmond.
Theatre Royal built.

1852. Two disastrous fires destroyed nearly 1,200 buildings, rendering about 9,000 persons homeless.

1853. Gavazzi riot; forty persons killed or wounded.
Opening of Grand Trunk Railway to Portland.
Foundation of first pier of Victoria Bridge laid.

1854. Asiatic cholera carried off 1,186 persons.

1855. Industrial exhibition held.
French war ships visit Montreal.

1856. Opening of Grand Trunk Railway between Montreal and Toronto.

1857. Griffintown flooded in February.
Jacques Cartier and McGill Normal Schools opened.
Foundation stone new Christ Church Cathedral laid.
Meeting in Montreal of the American Association for the Advancement of Science.
New buildings erected, 376.

1858. The "100th Prince of Wales Royal Canadian Regiment" sailed for England.
Lowest temperature ever recorded in Montreal, thermometer registering 40° below zero.

1860. Visit of the Prince of Wales
Formal opening of the Victoria Bridge.
Exhibition of Arts and Manufactures.
Ball in honor of Prince of Wales attended by more than 4,000 persons.

1861. Population, 91,169.
Greatest flood in history of the city, the St. Lawrence River rising 24 feet above average level.
Street Railway opened.

1864. Seven churches and 1,019 houses erected.

1866. Militia proceed from Montreal to repel Fenian invasion.
Generals Sherman and Meade of U. S Army visit the city.

1867. Dominion Day celebrated.

1868. Murder of D'Arcy McGee.
Arrival of Allan S. S. "Germany," 3,250 tons, the largest vessel that had yet reached Montreal.
Assessed value of real estate, $45,259,500.

1869. Roof of St. Patrick's Hall collapses.
Arrival of Prince Arthur to join his regiment.
Destruction by fire of St. Andrew's and Unitarian churches.

BANK OF OTTAWA.

THE MOLSONS BANK

INCORPORATED 1855

Head Office, MONTREAL

CAPITAL - - - $3,277,620
RESERVE FUND - $3,277,620

JAMES ELLIOT, General Manager.
A. D. DURNFORD, Chief Inspector and Supt. Branches.

62 Branches throughout Canada

* * *

Collections made in all parts of the Dominion, and returns promptly remitted at lowest rates of exchange.

THE BANK OF OTTAWA

HEAD OFFICE - - - - OTTAWA, ONT.

DIRECTORS.

GEO. HAY, *President.* DAVID MACLAREN, *Vice-President.*
H. N. BATE HON. GEO. BRYSON H. K. EAGAN J. B. FRASER JOHN MATHER DENIS MURPHY
GEORGE PERLEY, M.P.

GEO. BURN *General Manager.* D. M. FINNIE, *Asst. Gen Mgr.*

INSPECTORS

C. G. PENNOCK. W. DUTHIE.

Statement at close of business, November 30th, 1906—*(Condensed)*

RESOURCES.	
Cash, Bank Balances, Dominion Government, Municipal, and other Stocks and Bonds	$8,604,640 13
Call Loans on Stocks and Bonds	3,346,982 80
Loans and Bills Discounted	19,815,033 79
Overdue Debts (estimated loss provided for)	100,860 68
Real Estate and Mortgages	59,022 26
Bank Premises	525,000 00
Other Assets not included under foregoing heads	2,398 83
	$32,453,938 49

LIABILITIES.	
Deposits	$23,114,689 76
Notes in Circulation	2,825,400 00
Dividends Unpaid	149,031 73
Balances due Banks in Canada	13,920 05
	$26,103,041 54
Capital (Paid up)	3,000,000 00
Rest and Undivided Profits	3,236,512 95
Interest Reserved on Deposits and Rebate on Current Discounts	114,384 00
	$32,453,938 49

BRANCHES IN ONTARIO.

ALEXANDRIA
ARNPRIOR
AVONMORE
BEACHBURG (sub-office)
BRACEBRIDGE
CARLETON PLACE
CARP
CHESTERVILLE
COBALT
COBDEN
HAILEYBURY
HAWKESBURY
JASPER (sub-office to Smith's Falls)
KEEWATIN
KEMPTVILLE
KENORA
LANARK
MARTINTOWN
MATTAWA
MAXVILLE
MORRISBURG
NORTH BAY
OTTAWA
" BANK ST.
" BANK ST. & 4TH AVE.
OTTAWA GLADSTONE AVE.
" RIDEAU ST.
" SOMERSET ST.
PARRY SOUND
PEMBROKE
PERTH
PETERBOROUGH
POWASSAN
RENFREW
RICHMOND
RUSSELL
SMITH'S FALLS
TORONTO
" BROADVIEW AVE.
VANKLEEK HILL
WESTMEATH (sub-office)
WINCHESTER

IN QUEBEC.

BUCKINGHAM
CAMPBELL'S BAY (sub-office to Fort Coulonge.)
FORT COULONGE
GRANBY
HULL
LACHUTE
MANIWAKI
ST. ANDREWS (Sub-office to Lachute)
MONTREAL.

IN MANITOBA.

DAUPHIN
EMERSON
LENORE (sub-office to Virden)
PORTAGE LA PRAIRIE
VIRDEN
WINNIPEG.

IN SASKATCHEWAN.

PRINCE ALBERT
REGINA
ROULEAU.
STOUGHTON
TISDALE.

THE QUEBEC BANK -- Quebec.

1871. Population, 107,225; assessed value real estate, $53,992,000.
Severe earthquake shocks.
Organization of Canadian Pacific Railway Co. with Sir Hugh Allan as President.
1872. St. Patrick's Hall destroyed by fire.
Governor-General entertained.
Erection of first cotton mill in Montreal.
1873. Death of Sir Geo. E. Cartier.
Montreal, Sorel & Chambly Railway opened.
Young Men's Christian Association building erected.
Unveiling of Queen's statue by Lord Dufferin.

UNION BANK OF CANADA — Toronto Building.

1874. First year of the long trade depression.
1875. Burial of Guibord under military escort.
1876. Emperor and Empress of Brazil visit Montreal.
Trade depression acute and business failures numerous.
1878. Murder of Hackett, an Orangeman, on July 12th.
Militia called out on occasion of his burial.
Marquis of Lorne and Princess Louise visit the city.
1879. Failure of the Consolidated Bank.
1880. Railway on ice across the river from Montreal to Longueuil successfully operated.
Revival of trade.
Redpath Museum erected.
Provincial Exhibition held.
1881. Population, 140,747; assessed value real estate, $66,483,800.
1882. Meeting American Association for Advancement of Science.
Death of Sir Hugh Allan.
1883. First Winter Carnival held.
Lord Lorne and Princess Louise entertained at close of former's term as Governor-General.
1885. Militia depart to aid in quelling Rebellion in Northwest Territories.
Death of Archbishop Bourget.

UNION BANK OF CANADA -- Winnipeg Building.

1886. Great flood from rising of the river and much damage to property, water rising 5 ft. 10 in. above revetment wall.
First passenger train despatched from Montreal to Vancouver over C. P. Ry.
1887. Royal Victoria Hospital founded by Sir Donald Smith and Sir George Stephen.
City again flooded.
1888. Death of Hon. Thomas White.
Erection of earth embankment on river front to prevent floods.

UNION BANK OF CANADA — Quebec Building.

FOUNDED
1818

INCORPORATED
1822

The Quebec Bank

CAPITAL	$2,500,000
RESERVE	1,250,000
UNDIVIDED PROFITS	70,843

DIRECTORS

JOHN BREAKEY, - - - - - President
JOHN T. ROSS, - - - - - Vice-President
Gaspard Lemoine Vesey Boswell
W. A. Marsh Thos. McDougall
THOS. McDOUGALL, - - General Manager

ISSUES LETTERS OF CREDIT FOR TRAVELLERS
Available in all parts of the world.
ALSO COMMERCIAL LETTERS OF CREDIT
BUYS AND SELLS FOREIGN EXCHANGE
SELLS DRAFTS AND MONEY ORDERS
Payable throughout Canada and the United States

INTEREST PAID ON SAVINGS DEPOSITS FOUR TIMES A YEAR AT ALL BRANCHES

Head Office - - QUEBEC

BRANCHES

Province of Quebec

Quebec, St. Peter Street.
do Upper Town.
do St. Roch.
Montreal, Place d'Armes.
Montreal, St. Catherine St.
do St. Henri.
Three Rivers.
St. George.
Victoriaville.
Thetford Mines.
Black Lake, Sub Agency.
Shawinigan Falls.
St. Romauld.
L'Epiphanie.
Ville Marie.
Inverness.

Province of Ontario

Ottawa
Toronto
Pembroke
Thorold
Sturgeon Falls
Cache Bay, Sub Agency

Agents

Bank of Scotland, London, Eng.
Bank British North America, New York
Hanover National Bank, N. Y.
New York State National Bk. Albany, N. Y.
National Bank of the Republic, Boston, Mass.
Credit Lyonnais, Paris, France.

Union Bank of Canada

ESTABLISHED 1865

Head Office, - - QUEBEC

CAPITAL AUTHORIZED,	$4,000,000
CAPITAL PAID-UP,	3,094,000
REST,	1,600,000

Board of Directors:

HON. JOHN SHARPLES, ... President.
WILLIAM PRICE, Esq., Quebec. . . . . Vice-President.
M. B. Davis, Esq. R. T. Riley, Esq. E. J. Hale, Esq. Geo. H. Thomson, Esq.
Wm. Shaw, Esq. E. L. Drewry, Esq. John Galt, Esq. F. E. Kenaston, Esq.
G. H. BALFOUR, - - - General Manager.
F. W. ASHE, - - - Superintendent Eastern Branches.
J. G. BILLETT, Inspector | E. E. CODE, Assistant Inspector

H. B. SHAW, Superintendent Western Branches, Winnipeg. F. W. S. CRISPO, Western Inspector.
H. Veasey and P. Vibert, Ass't. Inspectors. J. S. Hiam, Assistant Inspector.

Advisory Committee, Toronto Branch:
Geo. H. Hees, Esq. Thos. Kinnear, Esq.

QUEBEC.—Dalhousie Station, Montreal, Quebec, St. Louis St. Quebec, St. Polycarpe. ONTARIO.—Alexandria, Barrie, Carleton Place, Cookstown, Crysler, Englehart, Erin, Fenwick, Fort William, Haileybury, Hastings, Hillsburg, Jasper, Kemptville, Kinburn, Kingsville, Leamington, Manotick, Melbourne, Metcalfe, Merrickville, Mount Brydges, Newboro, New Liskeard, North Gower, Norwood, Osgoode Station, Ottawa, Pakenham, Plantagenet, Portland, Roseneath, Ruthven, Shelburne, Smith's Falls, Smithville, Stittsville, Sydenham, Thornton, Toronto, Warkworth, Westwood, Wheatley, Wiarton, Winchester. MANITOBA.—Altona, Baldur, Birtle, Boissevain, Brandon, Carberry, Carman, Crystal City, Cypress River, Dauphin, Deloraine, Glenboro, Gretna, Hamiota, Hartney, Holland, Killarney, Manitou, Melita, Minnedosa, Minto, Morden, Neepawa, Ninga, Rapid City, Roblin, Russell, Shoal Lake, Souris, Strathclair, Virden, Wawanesa, Waskada, Wellwood, Winnipeg, Winnipeg (North End Branch), Winnipeg (Sargent Ave. Branch), Winnipeg (Logan Ave. Branch).

SASKATCHEWAN.—Arcola, Asquith, Carlyle, Craik, Cupar, Esterhazy, Fillmore, Humbolt, Indian Head, Lanigan, Lemberg, Lumsden, Maple Creek, Milestone, Moose Jaw, Moosomin, Oxbow, Pense, Qu'Appelle, Regina, Sasktaoon, Saskatoon (West End Branch), Sintaluta, Strassburg, Swift Current, Wapella, Weyburn, Wolseley, Yorkton. ALBERTA.—Airdrie, Blairmore, Bowden, Calgary, Cardston, Carstairs, Claresholm, Cowley, Didsbury, Edmonton, Ft. Saskatchewan, Frank, High River, Innisfail, Lacombe, Lethbridge, MacLeod, Medicine Hat, Okotoks, Pincher Creek. BRITISH COLUMBIA.—Vancouver.

Agents and correspondents at all important Centres in Great Britain and the United States.

1890. Destruction of Longue Pointe Insane Asylum by fire, with large loss of life.

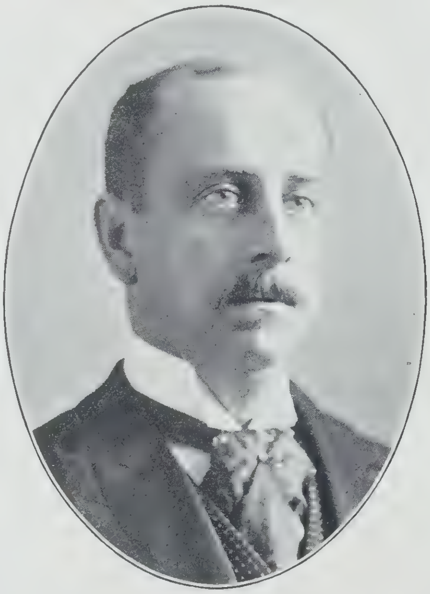
1891. Death of Sir A. A. Dorion.
Continental guards of New Orleans visit Montreal.
Population, 216,250.

1892. Street Railway converted into Electric system.
Corner stone new Board of Trade building laid.

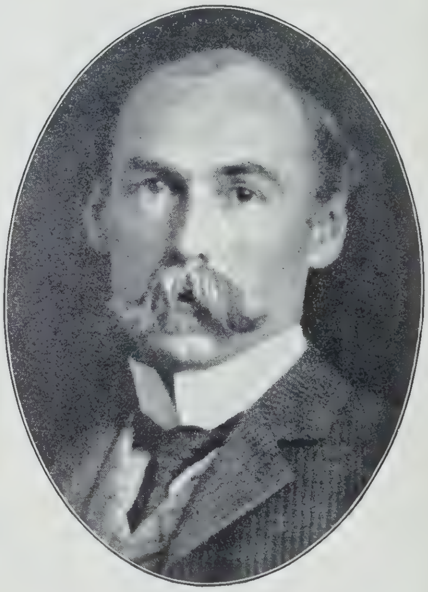
1893. Destruction of Villa Maria Convent by fire.
Death of Sir Jno. J. C. Abbott.
Opening of Royal Victoria College.
Christian Endeavor Convention of North America met in Montreal, July 5th.
Engineering and Physics Building of McGill University opened.
Earthquake shock, Nov. 28th.

1894. Death of Sir Francis Johnson, Chief Justice of Superior Court.

COLONEL L. EDYE, Commissioner,
The Trust and Loan Company of Canada



E. L. PEASE, General Manager,
The Royal Bank of Canada



E. F. HEBDEN, General Manager
The Merchants Bank of Canada

Sir William C. Van Horne, President of Canadian Pacific Railway, knighted.
Death of Hon. Honore Mercier, ex-Prime Minister of Quebec.
On Dec. 31st, one of the greatest wind storms in history of Montreal occurred, wind reaching velocity of 80 miles per hour, and much damage done.

1895. June 6th. Statue of Sir John Macdonald on Dominion Square, unveiled by Lord Strathcona.

1896. Chas. M. Hays appointed General Manager Grand Trunk Railway.
Lord Strathcona appointed High Commissioner for Canada in England.

1897. Aug. 8th. Most Rev. Paul Bruchesi, D.D., consecrated Archbishop of Montreal.
Meeting in Montreal of British Medical Association.

1897. June 20th. Celebration of Diamond Jubilee of Queen Victoria.

1898. Sir William C. McDonald, benefactor of McGill University, knighted.

1899. June 12th. Sir William Van Horne succeeded as President of Canadian Pacific Railway by Thos. G. Shaughnessy.
Opening of Royal Victoria College for Women; endowed with $1,000,000 by Lord Strathcona.
Ville Marie Bank failed.

1900. Jany. 4th. Departure of Canadian Contingent to join British forces in South Africa.
Statue of Queen Victoria by Princess Louise unveiled by Lord Minto.

1901. Jany. 23rd. Disastrous fire destroying Board of Trade and many other commercial buildings on St. Paul Street. Loss, $2,500.000.
Sept. 18th. Visit of Duke and Duchess of Cornwall (present Prince and Princess of Wales); city magnificently decorated and illuminated.

1903. Meeting in Montreal of Chambers of Commerce of the Empire.
Destruction by fire of Mount Royal Club.
Shrinkage of $91,000,000 in stock market values.

1904. Twenty-eight persons perished by fires in Montreal.
Building permits issued numbered 1,335.

1905. First Turbine steamships, Virginian and Victorian of Allan Line, placed on St. Lawrence route.
Value of New buildings erected, $5,590,698.

R. S. White.

National Trust Company

(LIMITED)

Capital, $1,000,000 Reserve, $450,000

OFFICES:

Montreal, Toronto, Winnipeg, Edmonton, Saskatoon.

LOCAL DIRECTORS:

JAMES CRATHERN, Director Canadian Bank of Commerce.
H. S. HOLT, Director Royal Bank of Canada.
H. MARKLAND MOLSON, Director The Molsons Bank.

Executors or Trustees

Desiring to be relieved of the burden of management of Estates are invited to consult with and employ the services of the

3½%

INTEREST allowed on deposits of Institutions, Societies, Estates or individuals, credited upon daily balances four times a year. Withdrawals on demand.

4%

INTEREST on Term Deposits requiring notice of withdrawal.

NATIONAL TRUST COMPANY, Limited

National Trust Building 153 St. James Street A. G. ROSS, Manager.

THE ROYAL TRUST COMPANY

Head Office, Bank of Montreal Bldg., 109 St. James Street, MONTREAL

BRANCHES:

OTTAWA
TORONTO
QUEBEC
ST. JOHN, N.B.
ST. JOHN'S, N'FLD.
WINNIPEG
BRANDON
CALGARY
EDMONTON
REGINA
LETHBRIDGE
SASKATOON
VANCOUVER

CAPITAL : Subscribed, $1,000,000 — Paid up, $600,000 — Reserve Fund $600,000

BOARD OF DIRECTORS : Right Hon. Lord Strathcona and Mount Royal, G. C. M. G., President
Hon. Sir George Drummond, K. C. M. G., Vice-President

R. B. ANGUS
E. S. CLOUSTON
E. B. GREENSHIELDS
C. M. HAYS
C. R. HOSMER
SIR W. C. MACDONALD
HON. R. MACKAY
A. MACNIDER
H. V. MEREDITH
A. T. PATERSON
SIR R. G. REID
JAMES ROSS
SIR T.G. SHAUGHNESSY, K.C.V.O.
SIR WILLIAM C. VAN HORNE, K. C. M. G.

THE ROYAL TRUST COMPANY is authorized to act as Trustee, Executor, Tutor, Curator, to person or property, Assignee, to manage Estates, to give Bonds in connection with any Judicial Proceedings, to act as Transfer Agent and Registrar of Shares, to manage Sinking Funds, to accept any Financial Agency, etc.

The Company will act as Agent and Attorney for executors already acting, or for the management of estates, the investment and collection of moneys, rents, interests, dividends, mortgages, bonds, bills, notes, and other securities; and may arrange to guarantee principal and interest of investments.

The Company is also prepared to receive securities for safe-keeping, collection of coupons, etc.

Solicitors and notaries placing business with the Company may be retained to do the legal work in connection with such business.

H. ROBERTSON, Manager

THE LONDON AND LANCASHIRE LIFE ASSURANCE BUILDING

THE MONTREAL STOCK EXCHANGE.

THE STOCK EXCHANGE has its home in a handsome building in the Corinthian style of architecture on St. Francois Xavier St., completed about two years ago at a cost of $300,000. The membership of the Exchange is 55, and the seats sell at from $20,000 to $27,500 according to the activity of the market.

Transactions on the Montreal Stock Exchange for the year 1906 aggregated 1,187,384 shares, 66,160 mining shares, and $6,267,534 of bonds, as compared with 1,019,403 shares and $5,245,367 of bonds in 1905. The following shows the sales by months on the exchange last year, compared with the transactions for the corresponding months of 1905:

	Stocks.		Bonds.	
	1906	1905	1906	1905
January	187,152	69,189	$1,135,850	$ 358,800
February	220,088	110,215	1,074,285	367,000
March	113,454	216,480	415,200	702,200
April	92,426	114,859	385,575	416,129
May	91,559	64,257	330,000	347,918
June	99,237	94,987	346,900	701,590
July	29,610	51,176	160,750	349,857
August	49,038	62,110	258,000	361,100
September	38,262	49,982	443,200	240,175
October	89,228	65,821	336,400	630,666
November	95,745	76,117	839,500	401,683
December	81,585	61,179	541,874	368,249
Total	1,187,384	1,019,402	$6,267,534	$5,245,367

The total share transactions include only the regular stocks. There were also transactions of 66,160 mining shares.

On the Toronto Stock Exchange transactions in general stocks showed a marked falling off when compared with the previous year's figures, but the bond transactions were much larger. Transactions on the Toronto Exchange for the year 1906 aggregated 554,282 shares of general stocks, 140,008 shares mining stocks and $3,079,100 of bonds, as compared with 661,200 shares general stocks, 95,876 mining shares and $1,347,000 of bonds for 1905.

The following shows the aggregate transactions in general stocks and bonds on the Montreal and Toronto Exchanges for the past three years:

	Stocks.		
	1906	1905	1904
Montreal	$1,187,384	$1,019,402	$793,637
Toronto	554,282	661,200	541,319

	Bonds		
	1906	1905	1904
Montreal	$6,267,534	$5,245,367	$5,064,016
Toronto	3,079,100	1,347,000	1,169,900

THE TRUST AND LOAN COMPANY OF CANADA

The Trust and Loan Company of Canada

INCORPORATED BY ROYAL CHARTER A.D. 1845

Capital Subscribed	$ 9,733,333
With power to increase to	14,600,000
Paid-up Capital	1,703,333
Reserve Fund	967,273

OFFICES:

LONDON, ENG. MONTREAL WINNIPEG REGINA

Money to Loan on Real Estate and Surrender Value of Life Policies.

APPLY TO THE COMMISSIONER

Montreal Office - - 26 ST. JAMES STREET

Montreal Trust & Deposit Company

2 PLACE d'ARMES SQUARE
Montreal

Established
1889

166 HOLLIS STREET
Halifax

OLDEST TRUST COMPANY IN MONTREAL

Real Estate

This Company manages, buys, sells, rents and appraises Real Estate, collects rents, pays taxes and places insurances. It assumes full charge of properties, managing them in an efficient, thorough and economical manner. No detail is too small to receive careful attention and none so large as to be beyond our facilities Enquiries invited from non-resident property holders and others.

Trust Department

This Company has unexcelled facilities for executing Trusts of every description for Corporations, Estates and Individuals.

Correspondence is solicited as to the Company's functions as Executor, Administrator, and Guardian; as Trustee for Corporation Mortgages; as Transfer Agent and Registrar for stocks; as Investor of Trust Funds, and any other financial or fiduciary capacity.

Deposit Boxes

Safety Deposit Boxes to rent from $5.00 to $60.00 per year. In addition to the absolute protection afforded to depositors, there are private offices, private telephone, stationery, etc. at the disposal of box holders. The vaults are centrally located and are easy of access to those entitled thereto.

Transacts a General Trust Business

THE EXPANSION OF BUSINESS DURING THE LAST DECADE

Revenue of City Post Office From Sale of Stamps Has Increased Five Hundred Per Cent. Since 1896—Other Increases in Proportion.

There is a great deal of talk about the growth of Montreal, but few things show the remarkable expansion of business during the last decade more clearly, than some figures just issued by the Montreal Post Office.

The sale of stamps may be taken as a good symptom of the growth of business. In 1896, the revenue according to the post-office from this source for the year ammounted to $175,000. This year, if the expectations caused by the sales of the last four months are realized the total amount will equal one round million dollars. that is to say, that in eleven years the sale of stamps in Montreal has incresed by over 500 per cent.

THE MONTREAL STOCK EXCHANGE

Away back in 1864, just prior to Confederation, only six letter-carriers were required for letter delivery all over Montreal. To-day, 134 are in active service. In 1864 there were only 35 persons employed in connection with the Montreal Post-Office. To-day there are over 400. Of the 35 employed in 1864, one was Mr. H. A. Lemieux, the father of the present Postmaster-General, who is down in the books as an assistant mail despatcher. In 1876 104 people altogether were employed.

During the last three months the revenue of the post-office shows an increase of $14,031,19. The figures are:—

Revenue—Stamps sold, permits issued and newspapers:—

	1906	1907
January	$62,596,41	$70,367,08
February	56,262,02	61,485,28
March	68,900,72	69,937,98
Total	$187,759,15	$201,790,34

Registered letters and parcels registered in Montreal Post-Office during—

	1907	1906
January	101,907	98,189
February	84,985	78,588
March	102,423	90,205
Total	298,315	266,991

In the year 1906, 1,160,430 letters were registered, In the previous year 987,509. The increase for 1906 was 172,921. Of last year's letters, 707,640 were for distribution in Montreal.

During January, February and March, 1907, 4,038 mail bags were received from Great Britain. During the same period last year 3,164 were received. This makes an increase for this year of 874 bags.

During last February, 10,282 pounds of letters, 37,642 pounds of printed matter, and 1,238 parcels were forwarded from the Montreal Post-Office. During February a year ago 8,148 pounds of letters, 28,851 pounds printed matter and 1,027 parcels were sent. This makes an increase for February, 1907, of 2,134 pounds letters, 8,791 pounds printed matter and 211 parcels.

The mail handled has increased a great deal more in proportion than the staff, but thanks to an efficent administration and a good system, the present number of employees are able to handle the work successfully. The officials make a point of investigation promptly any complaint which may be made, and when the enormous number of the letters which are passing through the post-office is considered, and the carelessness which is so often evidenced in their addressing and posting, it is remarkable how few discrepancies occur in the service. In nine-tenths of the complaints investigated at the Montreal post-office, the fault, if any, is found to lie either with the sender, receiver, or some other post-office.

BURNETT & CO.

STOCKBROKERS

12 St. Sacrament Street

MONTREAL.

(Members Montreal Stock Exchange.)

Correspondents in London, New York, Boston, Chicago and Toronto.
Private Wire to New York and Toronto.

G. H. SMITHERS, J. J. M. PANGMAN, G. W. S. HENDERSON.

L. J. FORGET & CO.

BANKERS
AND
BROKERS

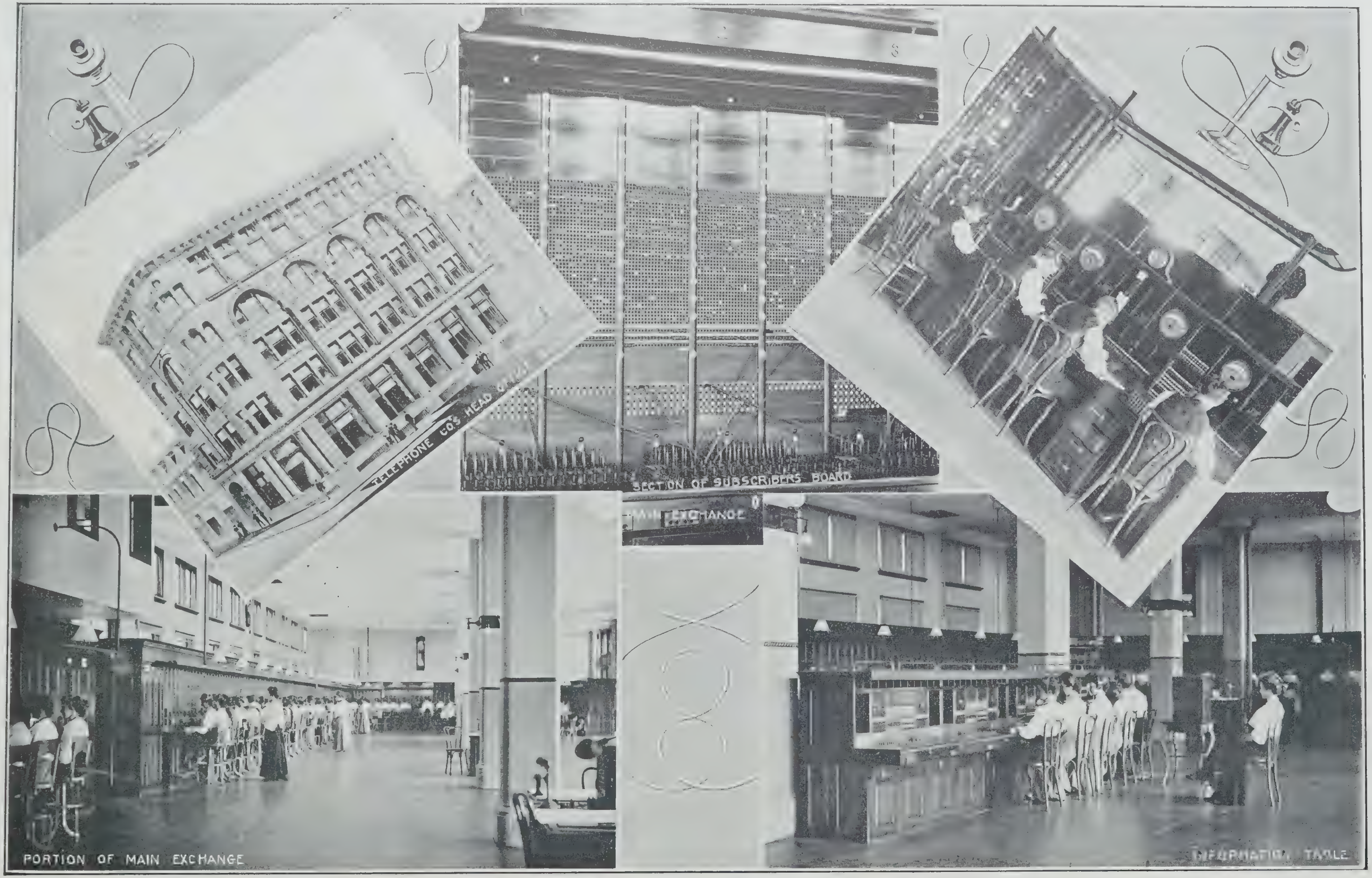
69 Notre Dame St. West
Montreal, - Canada.

9 Rue Auber
Paris, - France.

L. J. FORGET
Member Montreal Stock Exchange

R. FORGET
Member Montreal Stock Exchange

T. W. McANULTY
Member Montreal Stock Exchange



THE BELL TELEPHONE COMPANY OF CANADA LIMITED MONTREAL OFFICES.

Royal Securities Corporation

LIMITED

DEALERS IN

Authorized Trustee Investments

Government Bonds

Municipal Debentures

First Mortgage Bonds

OF

Electric Railways

Electric Light and Power Companies

AND

High Class Industrial Corporations

CORRESPONDENCE SOLICITED

Royal Securities Corporation Limited

179 ST. JAMES STREET

A. J. NESBITT, Manager.

Robert's Counting House

180 St. James Street

ANTOINE ROBERT, Founder

FINANCIAL TRANSACTIONS ALL OVER THE WORLD

ELECTRIC RAILWAY SECURITIES

A SPECIALTY

CABLE CODE: "ROBSALL"

HANSON BROS.

Investment Brokers

Dealers in

BONDS and DEBENTURES
GOVERNMENT, MUNICIPAL,
RAILROAD, INDUSTRIAL.

Securities suitable for the investment of Trust Funds always on hand.

CANADA LIFE BUILDING
Montreal

The Mercantile Agency

R. G. DUN & CO.

Board of Trade Building
T. H. FLETT, District Manager.

190 Offices - 11 in Canada

Insurance and Real Estate

AMONG the many interests which have grown up and now flourish in Montreal there is none which has shown more wonderful growth and advancement than those connected with underwriting, this interest having been practically created during the last half century so far as Canadian business is concerned.

Not only here but everywhere there has been during the period named a wonderful development of insurance interests, until to-day there is a general acceptation of the principle that insurance is a matter not only of prudence but also of necessity in protecting the business and property interests from the losses which a conflagration incurs. There is no place where this principle is better recognized than in Montreal, and the local underwriting field is an important one, the large interests in properties requiring protection constituting a demand for indemnity that gives employment to a number of important and successful local agencies.

An even greater interest than the local one is that represented by the general insurance interests that centre in Montreal, these including not only extensive home companies but also of the general agencies of the leading British and American companies who, for the greater part, conduct their entire Canadian business from head offices in Montreal.

The requirements of Canadian law in regard to the admission of fire, life and marine companies to do busness in the Dominion furnsh most valuable safeguards to the policy holder as they require from all companies, domestic and foreign, full and accurate statements of their assets, liabilities and standing at regular periods, and also require from companies which do not have their headquarters in Canada substantial deposits to secure the faithful performance of their obligations. These safeguards have made the standard of the insurance companies doing business in the Dominion a very high one, and the underwriting profession is, therefore, an exceptionally reputable one as it is represented by the companies and firms that do business in this city.

THE ROYAL INSURANCE COMPANY BUILDING

Hutchinson & Woods, Architects

The amount of insurance business transacted at the beginning of the Victorian period was indeed insignificant as compared with the vast propor-

Fire Insurance!

THE LARGEST AND STRONGEST FIRE
INSURANCE COMPANY IN
THE WORLD

Assets - $71,000,000

Gross Claims Paid in San Francisco Conflagration $6,746,801. Settlements were made in full immediately on adjustment.

Royal Insurance Company

Established 1845

LIMITED

For Sixty Years the Life Department of this Company has paid large profits to Policy Holders.

Inquire For Information at

Royal Insurance Company, Limited
PLACE D'ARMES, MONTREAL

Life Insurance!

tions to which the business has attained, and not only has the volume of business increased, but there has also been a most noteworthy evolution in the methods of insurance in the direction of simplifying, and making more truly protective, the insurance contract which now furnishes complete and reliable indemnity to the insured.

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY BUILDING
Hutchinson & Woods, Architects

The importance of the insurance business as it is represented in Montreal to-day is well illustrated by the number of handsome structures, including some of the finest in the city which are owned and partly occupied by the insurance companies. These companies have largely found business property in Montreal to be a safe and valuable investment, so that some of the finest office buildings in the city are included among those owned by the insurance corporations which have invested here.

As the principal seaport of Canada, Montreal is especially prominent in marine underwriting, and this is a branch of the business that has been prominently represented in the city from an early day. Now, with the large number of vessels which from Montreal navigate inland waters, besides the equally heavy sea going tonnage, Montreal is a centre of great importance in marine underwriting, in which branch of business all of the great companies of the world are directly represented in the port.

THE NAME OF

The Liverpool & London & Globe

has for generations stood for all that is best in Fire Insurance the world over. Through fair and liberal dealing with policy-holders and agents this Company has attracted to itself a business of huge proportions and has built up a most enviable reputation for financial stability and prompt settlements. It is to-day pursuing the same consistent policy that characterized its earlier efforts more than half a century ago—a policy that begets perfect confidence on the part of the insuring public and draws to itself clients who want "nothing but the **best**." The Liverpool & London & Globe commenced operating in Canada in 1851 and has been prominently identified with the history of fire insurance on this Continent. It has paid out many millions of dollars in the great conflagrations of the past fifty years, notably at Chicago, Boston, St. John, Ottawa, Baltimore, Toronto and San Francisco, and has come through each disaster with added prestige and unimpaired strength. Truly a splendid record and one of which its shareholders and officials may be justly proud.

The affairs of the Company in the Dominion are managed by a well known underwriter in the person of Mr. J. Gardner Thompson, who was appointed on January 1st, 1903. The following figures are eloquent of the remarkable progress made by this Company in Canada under his regime, a record unequalled in Canadian fire underwriting.

NET FIRE PREMIUMS

1902	**$417,774**
1903	**684,482**
1904	**$ 957,611**
1905	**1,086,199**
1906	**$1,139,347**

In 1904 this Company bought out the Manitoba Asssurance Company which it operates as a separate institution under its own charter. We present on another page a cut of the handsome office building of the "Liverpool & London & Globe" situate at the corner of St. James St. and Place d'Armes, Montreal and which was erected four years ago.

The Canadian Directors and Officers of the Company are as follows:—

E. S. CLOUSTON, Esq.,
Chairman.
GEO. E. DRUMMOND, Esq.
FRED'K W. THOMPSON, Esq.
JAMES CRATHERN, Esq.
SIR ALEXANDER LACOSTE.

J. GARDNER THOMPSON,
Resident Manager.
W. JACKSON,
Deputy Manager.
J. W. BINNIE,
Assistant Deputy Manager.

The Montreal-Canada Fire Insurance Company

Established 1859.

Assets		$557,885.95
Reserve	$193,071.28	
Other Liabilities	20,687.91	
		213,759.19
Surplus to Policy-Holders		$344,126.76

Directors:

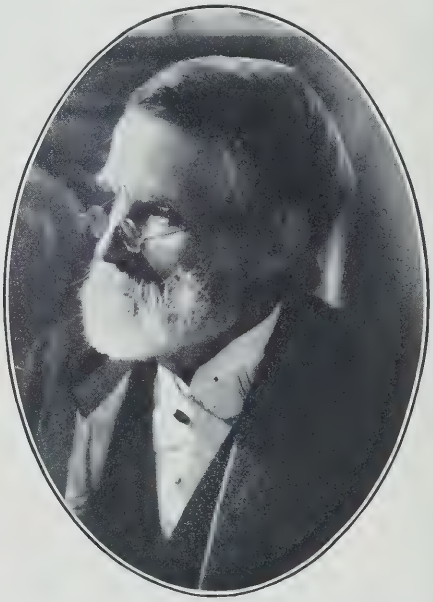
J. B. LAFLEUR, President.
A. CHAMPAGNE, Vice-President
FRED. C. LARIVIÈRE
H. H. BECK
D. WEISMILLER
H. BLACHFORD
E. LARIVIÈRE
N. LECLAIRE
L. J McGHEE
L. J. McGHEE, Managing Director.
FERD. PAGÉ, Secretary.

HEAD OFFICE: - 59 St. James Street, - MONTREAL

In life insurance Montreal is the foremost centre in the Dominion, because there are here centered not only extensive operations of Canadian companies, but also the general agencies for the entire Dominion of many of the leading and largest British and American companies, who from here transact and supervise their business in the insuring of lives in all parts of the Dominion. It is a most gratifying feature of the development of Canada and one which testifies most strongly to the prudence and foresight of Canadians that they are more and more each year generous patrons of the life insurance companies, and many of the most successful and substantial business men and financiers of this city and the Dominion are among the most extensive patrons of life insurance. When men who have made large fortunes by their business capacity thus endorse a system for providing against the loss which their death would entail upon their families, those who need the protection much more than they, would do well to follow their example. There are not many families so well provided for that the death of the head of the family will not carry with it financial loss in addition to the personal bereavement, and therefore life insurance as a means to minimize or do away with this financial loss and provide a means of comfortable living at a time when the necessity for it is most strongly felt, is especially to be commended. Every person has had experience within the circle of his own knowledge of the benefits and beneficence of life insurance as an institution, and as a consequence of this fact it is no longer necessary to argue as to the need for insurance, the principal question being the choice of a medium, in which, fortunately the Canadian insurance seeker is not likely to go far wrong, as the strong Canadian Companies and the great British and American life companies which maintain general agencies here are almost without exception to be commended as worthy of the confidence and patronage of Canadians. Besides these forms of insurance, those furnishing indemnity against personal accident, employers' liability insurance, general liability insurance, plate glass and boiler insurance and the guaranteeing of the fidelity of employees in positions of trust and confidence are all important branches of underwriting, involving the same principle of a prudent forearming against possibilities of disaster which appeals with especial force to persons of careful habits.

T. B. MACAULAY, Secretary and Actuary,
Sun Life Assurance Co. of Canada.

FRANCIS COLE,
Montreal Manager, Bank of Ottawa.



R. MACAULAY, President and Managing Director,
Sun Life Assurance Co. of Canada.

The fire insurance companies making returns to the Government of Canada had in 1906 a fairly satisfactory year. They are 43 in number, 15 Canadian, 17 British and 11 United States. The main features of the business they did last year are thus set out:

Risks taken	$1,207,045,358
Net cash premiums	14,711,056
Net cash paid for losses	6,558,050

The balance between premiums received and losses paid of $8,153,000 represents 55.24 per cent. of the premiums, and as the expenses of management run from 30 to 34 per cent., it will be seen that the companies as a whole will have a fair balance to carry forward in preparation of the possible conflagration that on this continent so frequently turns up to upset fire underwriters' calculations. It is noteworthy, also, that while there is a wide difference in the experience of the companies, in only one case, where the losses amounted to 99.80 per cent. of the premiums received, does it appear that business was carried on at an actual loss. The situation in regard to fire underwriting in Canada is different to that of life insurance. In the latter Canadian companies are in the lead and British companies in the rear. In fire insurance British companies are well to the fore in the matter of business done, and at the same time manage to distribute their risks so that their losses are not greater and are sometimes less than those of others in the field. Of the total risk carried of $1,207,045,000, British companies have over one-half, or $672,298,000, to $321,134,000

Canada-Fire

"Mutual Insurance Company of Canada"

Systems: Mutual and
Cash (without note)

Losses paid promptly and liberally

Rates from 20 to 40 p. c. lower than the Association (combine). Don't place your Fire Assurance before consulting us.

HEAD OFFICE:

9 St. Lawrence Boulevard

R. DUFRESNE, President.
H. P. SIMAR, Manager.

Montreal.

Agents wanted in all places where the Company is not represented.

THE ROYAL MARINE INSURANCE CO.

MONTREAL.

Authorized Capital, - - $500,000

Head Office: 47 St. Francois Xavier St., Montreal.

Agencies at London and Liverpool.

* * *

THE J. W. MOLSON COMPANY

Marine and Fire
Underwriters & Agents

Agents: New York Underwriters Agency (Fire)

Insurance of every description effected.

47 St. Francois Xavier St., Montreal.

The Employers' Liability

ASSURANCE CORPORATION, LIMITED

OF LONDON ENGLAND

"In Omnia Paratus"

"Prepare for Everything"

Personal Accident,
Health, Liability
and Fidelity
Guarantee Insurance

Most Liberal Policies Issued

Canadian Government Deposit :: $266,883.00

STANDS FIRST in the liberality of its Policy Contracts, in financial strength, and in the liberality of its loss settlements

Offices: MONTREAL - TORONTO

Managers for Canada, GRIFFIN & WOODLAND

THE MOUNT ROYAL INSURANCE COMPANY BUILDING

by Canadian and $213,613,000 by U. S. companies. They also took over half of the premiums, or $8,600,000 compared with $3,193,000 by Canadian and $2,916,000 by U. S. companies, while their losses were $3,829,000 compared wth $1,575,000 by Canadian and $1,152,917 by U. S. companies. The premium charges average 1.53 per cent, of the risks taken, and were 0.07 per cent less than in 1905. It is a high rate, the result in part of unfortunate experience in the past and the fear of unfortunate experience in the future. It is to be remembered, however, that the companies reporting to Ottawa deal in the most hazardous risks, the best falling in large measure to mutual concerns and to some companies that operate under provincial authority.

* * *

REAL ESTATE.

Such a thing as a "boom" in real estate in Montreal is practically unknown. Real estate operations do not, as in so many other cities on this continent, partake of the speculative element, but represent rather permanent investments, and as a consequence there has been no inflation of values under the spur of the speculator, to be followed by the inevitable reaction and loss. The increase in real estate values has been steady and permanent. Handsome profits have, during the past five to ten years, been made by holders of properties on St. Catherine Street, which has become the great thoroughfare of retail trade, but the rentals yield a good return on the cost, and the tendency of values is steadily upward. One influence working to maintain real estate values is the constant growth of population.

In the past century the population of Montreal has risen from 12,000 to upwards of 400,000, and at no period in the hundred years has there been a decline. Since 1861 the population has increased by 300,000. Following the old French custom habitations were huddled close together down to comparatively recent years, when the overflow of population compelled the extension of the civic boundaries in fact, if not in name, and Westmount, the Annex, Outremont, etc., present more the appearance of modern towns, having wider streets and more detached and semi-detached residences than old Montreal. The assessed value of real property forty years ago was $39,889,700; six years ago it was $185,744,500; to-day it is $255,013,400, showing an increase of nearly 40 per cent. in the short space of six years. The real estate transfers in 1906 were 3,387 in number, representing a value of $22,497,400, being much the largest on record, and nearly double the value of transfers two years before.

Building operations in Montreal during the past year have been of unusual magnitude, while the present indications point to a decided increase during the year now under way. Below will be found a tabulated comparison of building permits issued by the city building inspector during the year 1906, and exclusive of building operations in the suburbs immediately adjoining Montreal:—

Years.	No. of Permits.	Value.
1899	357	$2,370,000
1900	331	3,089,403
1901	443	2,568,372
1902	826	3,087,734
1903	1,010	4,094,596
1904	1,335	3,651,164
1905	1,674	5,500,698
1906	2,083	8,639,383

McGILL UNIVERSITY, MONTREAL

THE FOREMOST LOCAL COMPANY

The Mount Royal Assurance

FIRE AND PLATE GLASS

Capital - $250,000

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The number of transfers of real estate and the value of the property sold in Montreal has been as follows:—

	Sales.	Value.
1900	1,803	$ 8,890,474
1901	1,788	8,950,111
1902	1,891	9,093,868
1903	2,113	12,380,557
1904	2,216	11,840,975
1905	2,873	17,559,925
1906	3,387	22,497,385

During the year the following new buildings were erected:—

Houses	1,241
Dwellings	2,243
Stores	70
Theatres	1
Warehouses	25
Churches	4
Schools	15
Factories	43
Breweries	1
Hotels	1
Apartment houses	1
Office buildings	4
Stables	53
Sheds	2,040

IN MOUNT ROYAL PARK, MONTREAL

ASSESSED VALUATION OF REALTY PROPERTY.

Assessed valuations of real estate property in the various wards of Montreal reach a total of $255,013,389, and the exempted property possesses a value of $54,048,795.

Under is a tabulated statement of the valuations according to wards covering a period of seven years:—

Statement showing assessed valuation of real estate in the various wards of the city, 1900 to 1906. These amounts include exempted properties.

Wards.	1900	1901	1902	1903	1904	1905	1906	Exempt 1906
East	$ 5,745,100	$ 5,760,425	$ 5,727,275	$ 5,868,190	$ 5,825,750	$ 6,165,760	$ 7,427,200	$ 3,894,050
Centre	8,315,900	8,415,250	9,039,500	9,337,300	10,110,900	10,765,600	10,892,700	2,065,150
West	11,269,800	11,681,345	11,770,670	12,867,395	13,668,900	15,053,740	15,831,440	545,600
St. Ann's	13,898,426	14,969,690	15,590,495	16,621,395	16,742,835	17,085,475	19,125,890	1,830,300
St. Andrew—							28,309,456	10,936,000
St. George—St. Antoine	64,631,086	65,818,555	66,397,835	67,850,755	69,205,055	73,187,705	38,867,300	9,506,600
St. Joseph—							13,114,660	1,049,470
St. Lawrence	16,577,281	16,734,530	16,689,966	16,849,120	17,152,220	17,667,670	19,459,620	3,702,300
St. Louis	12,138,520	12,352,215	12,587,120	12,916,160	13,555,475	14,791,015	15,773,780	2,208,800
St. James—							10,194,050	2,293,150
Lafontaine	16,977,546	17,263,655	17,349,010	17,746,750	18,535,850	18,175,450	10,397,100	2,420,000
St. Mary's—							7,370,325	1,891,630
Papineau	14,384,066	14,440,595	14,394,505	14,690,110	16,502,010	17,434,535	11,344,095	2,237,250
Hochelaga	5,830,046	6,441,700	7,111,295	7,976,100	7,246,135	7,932,205	8,393,500	2,024,300
St. Jean Baptiste—							7,079,500	633,200
Duvernay	8,063,750	8,498,175	8,675,820	8,894,320	9,297,520	9,559,920	3,424,270	506,650
St. Gabriel	4,520,700	4,855,370	4,796,735	4,930,835	5,099,285	5,216,985	5,514,585	1,011,965
St. Denis	3,369,230	3,720,730	3,937,855	4,074,905	4,396,650	5,011,910	6,504,265	523,150
St. Henry	....	....	....	....	....	....	10,939,435	3,559,960
Ste. Cunegonde	....	....	....	....	....	....	5,050,218	1,148,670
	$185,744,531	$190,952,235	$194,045,075	$200,622,335	$207,338,585	$219,047,960	$255,013,389	$54,048,795

Sun Life Assurance Co.

OF CANADA.

Head Office, - - Montreal

Some facts from the 1906 Report which show the standing of Canada's most "Prosperous and Progressive" Life Assurance Company:

Cash Income from Premiums, Interest, Rents, etc.	$ 6, 212,615 02
Increase over 1905	495,122 79
Assets as at 31st December, 1906	24,292,692 65
Increase over 1905	2,983,307 83
Surplus earned during 1906	921,721 34
Of which there was distributed to policy-holders entitled to participate that year	208,658 97
And set aside to place reserves on all policies issued since December 31st, 1902, on the 3 per cent. basis	207,763 51
Surplus over all Liabilities and Capital (according to the Hm. Table, with 3½ and 3 per cent. interest)	2,225,247 45
Death Claims, Matured Endowments, Profits and other payments to Policyholders during 1906	1,980,855 52
Payments to Policyholders since organization	15,099,223 87
Assurances issued and paid for in cash	17,410,054 37
Life Assurances in force December 31st, 1906	102,566.398 10

The Company's Growth

	INCOME	ASSETS Exclusive of Uncalled Capital	LIFE ASSURANCES IN FORCE.
1872	$ 48,210 93	$ 96,461 95	$ 1,064,350 00
1876	102,822 14	265,944 64	2,414,063 32
1881	182,500 38	538,523 75	5,010,156 81
1886	373,500 31	1,573,027 10	9,413,358 07
1891	920,174 57	2,885,571 44	19,436,961 84
1896	1,836,258 00	6,388,144 66	38,196,890 92
1901	3,095,666 07	11,773,032 07	62,400,931 00
1906	6,212,615 02	24,292,692 65	102,566,398 10

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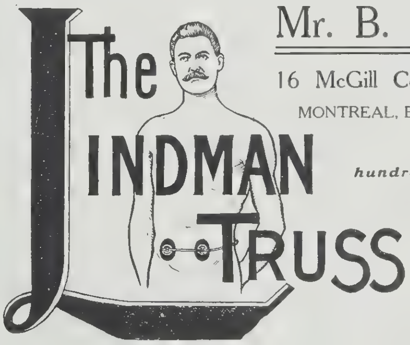

Mr. B. Lindman

16 McGill College Avenue,
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can show *hundreds of similar letters to those below,* and begs any interested person to call upon him and inspect them

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Iberville, September 28th, 1904.

Mr. B. Lindman, Montreal :

Dear Sir,—In February, 1903, I was fitted with your trusses for hernia (day and night) since which time I have worn the truss (day) almost constantly, and am completely cured. I feel I might do without the truss, but as it causes me no inconvenience, I prefer wearing it longer. For a time before I got your truss, I used the common truss, but in my opinion there is no comparison, yours being THE truss.

Last March I procured an abdominal truss for my son, which was also perfectly satisfactory, the wound, from operation for abscess, being completely healed. Wishing you every success, I remain,

Yours truly,
R. P. McGINNIS.

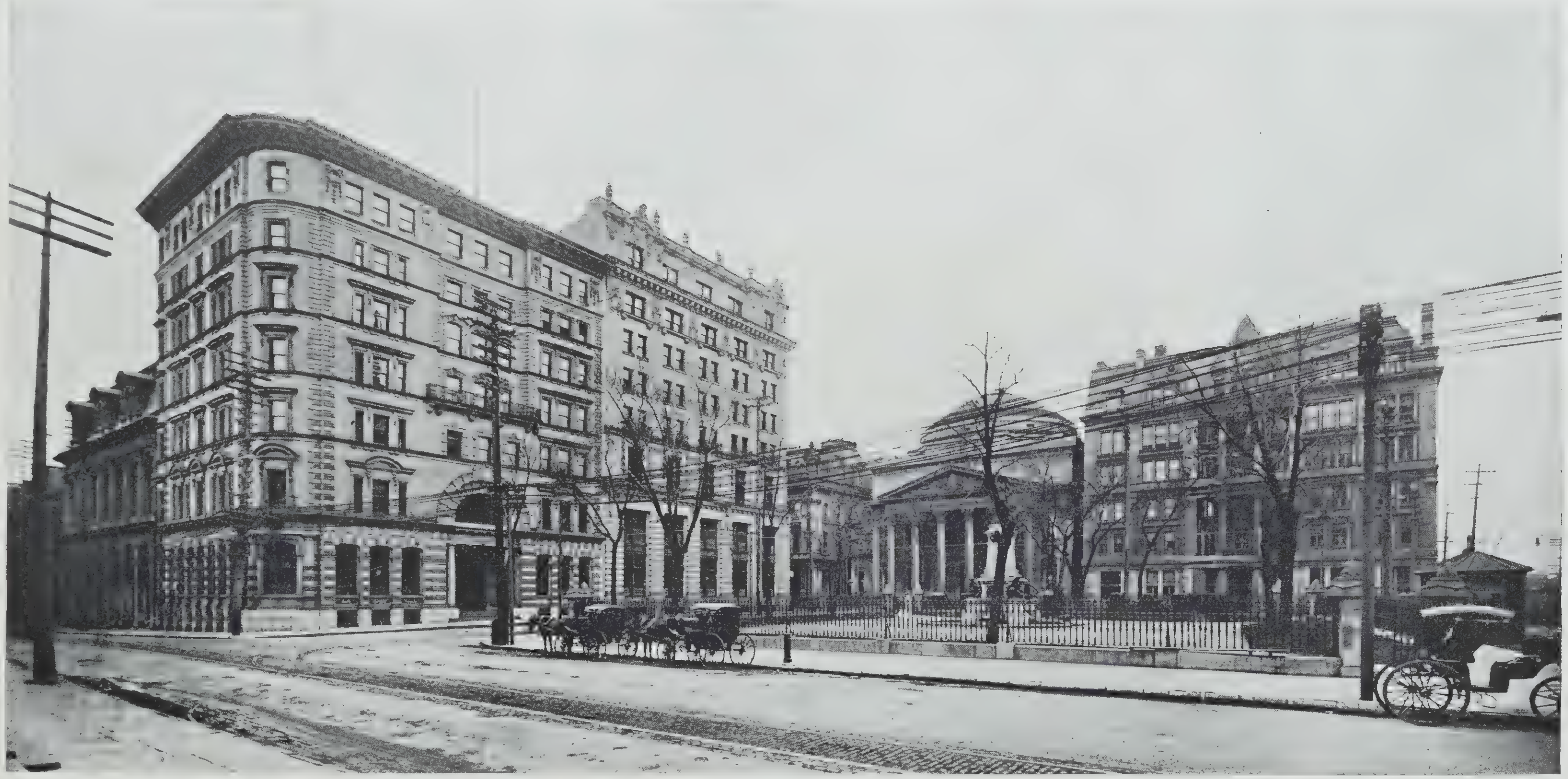
November 1st, 1906.

B. Lindman, Esq., 16 McGill College Ave., City :

Dear Sir.--I have been troubled with a bad form of rupture for several months, and on your truss being recommended to me, I have tried it.

I can truly say that after having worn it for about a year, the rupture is completely cured, and I am now enabled to go about my work without wearing it at all. Yours very truly,

(Signed) DAVID TALBOT



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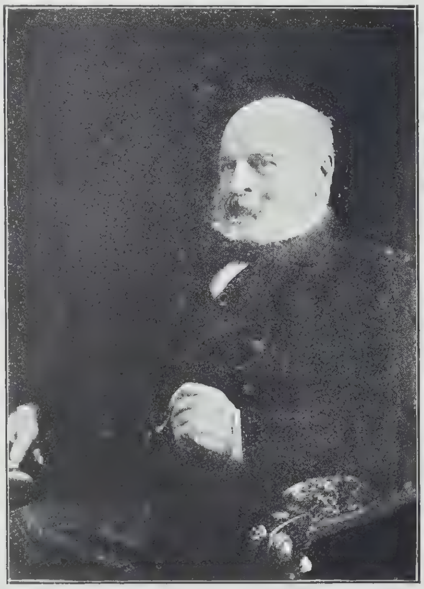
HENRI BABY,

CANADIAN CLIMATE.

Owing to the great area of the country, extending over 20 degrees of latitude, or from the latitude of Canstantinople to the North Pole, Canada has a climate possessing a wide range of temperature. By reason of the dryness of the atmosphere extremes of heat and cold are less acutely felt than one would expect from simply observing the readings of the thermometer. Our climate is dry, healthy and invigorating; such a climate as conduces to the building up of a hardy, vigorous race. Its variety, too, is one of its merits. For instance, in the Maritime Provinces the climate resembles that of the British Isles; in Quebec the summers are warmer and the winters colder, and such is also the case in eastern and northern Ontario, while in the southern part of the latter province the climate is more like that of the Middle States. In Manitoba the summers are very warm and the cold of winter more severe than in the East, but owing to the dryness of the air the low temperature is not unpleasant. On the prairies of the North-West Territories cattle graze at large all through the winter. The climate of the Pacific slope is the mildest of any part of Canada and many consider it the most salubrious of any part of the world.

Instead of the perpetual winter so much talked about, the facts are, that the average winter is about four months and a half, and though the spring may begin two or three weeks later than in England, the condition for rapid growth—warm sunshine and rain—are so favorable that the crops of the two countries are about equally advanced by the middle of July; and as during the last few years the country has become better known, it is beginning to be understood that, though the winters are at times severe, they are healthy and enjoyable, while the summer weather is not surpassed in the most favored parts of Europe. It is a well recognized fact that a sharp cold wnter, with plenty of snow, is by far the healthiest as well as the most advantageous to business of every kind, while a mild winter is equally unhealthy and detrimental. The marine currents are singularly favorable to Canada; along the Alantic Coast the Gulf stream exerts a beneficial influence to such an extent that, on Sable Island, there are troops of wild ponies, the progenitors of which, two centuries ago, were shipwrecked and cast upon the island, and there, successive generations, without shelter of any kind, have lived and multiplied. Along the Canadian shores of the Pacific Ocean, the Japanese current produces the same effect on the climate as the Gulf stream does in England. Vancouver Island is like the south of England, except that it has a greater summer heat with less humidity. In the vicinity of Victoria the highest temperature in the shade in July and August ranges from 80 to 90 Fahr., while in winter there are rarely more than 10 degrees of frost.

D. W. OGILVIE,
Senior Member of Firm D W. Ogilvie & Co.


THE LATE HENRY JOSEPH

J. CRADOCK SIMPSON

The principal mountains of Canada are the Rocky Mountains in the west, which extend in Canada from the Arctic Ocean to the United States, and contain the highest peaks in Canada; among the chief being Mount Hooker, 16,760 feet high

Beyond the main range of the Rockies to the west are the Selkirk, the Gold and the Coast ranges, from whose base the land dips away to the Pacific Ocean.

Speaking generally, the woodland region of Canada comprises the Provinces of Ontario, Quebec, New Brunswick and Nova Scotia; the prairie country lies between the Rockies and Hudson Bay, while to the west is the mountain region and the Pacific slope.

The most southern portion of Canada with the greatest and most steady summer heat is that part of the Province of Ontario skirting the shores of Lake Erie forming the counties of Elgin, Essex and Kent. These are noted for their large production of southern corn

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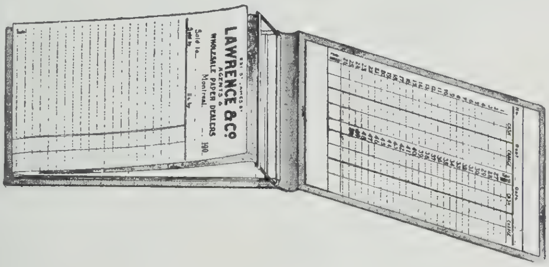

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and tobacco. The coldest part in which there is any considerable settlement of white men is that in which are situated the gold fields of the Klondike in the Yukon District. Here summer is short and warm, but winter is scarcely gone before it has come again in all the rigour of the Arctic Zone. The climate of Canada, is therefore as varied as are the physical features of the broad Dominion, whose boundaries are the shores of two oceans and whose far north reaches to those high latitudes where perpetual winter reigns.

HOSPITALS AND CHARITIES

Charity and benevolence entered into the life of Montreal from its foundation, the Hotel-Dieu, the first hospital having been established in 1644, and the Grey Nunnery, the first of the Charitable institutions, in 1755. To-day the Benevolent institutions of the city are legion, the practical evidences of religion and philanthropy which have always so greatly distinguished the citizens.

Montreal General Hospital.—A sketch of the origin of this, the oldest of the unsectarian hospitals, taken from the Canadian Magazine of 1825, is full of interest. Previous to its establishment the only public place for the reception of the sick poor was the Hotel-Dieu Nunnery. This place was in many respects inadequate for the purpose, and after the war of 1812-15, a change took place in Canada, which rendered still more necessary an institution for the care of the sick. From the termination of the war in 1815, every succeeding summer brought to this country increasing numbers of poor peasantry from England, Scotland and Ireland, and the distressing hardships of these unfortunate people was so great that, on witnessing the accumulated numbers of them which arrived at Quebec in the summer of 1818, it was decided by a few charitable individuals in Montreal that some preparation for their maintenance should be made for the winter. In this plan the Protestant Clergy of every sect readily cooperated, appeals were made to the public in the form of charity sermons, and by dint of those and public subscriptions the sum of £1,200 Halifax currency was raised, and devoted to the establishment of a Soup Kitchen which was placed in charge of a Ladies' Benevolent Society. It was soon found there were other claims of the distressed, besides their poverty, to be satisfied, and that medical aid was indispensably necessary. Upon the representation of these ladies, Dr. Blackwood, a young surgeon who had retired from the Army, agreed in conjunction with some of the other medical gentlemen of the city, to give professional assistance provided a place was found where the more necessitous cases of sick poor could be relieved. A quantity of condemned barrack-bedding was obtained from the Governor-in-Chief, the Duke of Richmond, and thus supplied with the two great requisites for their object, the committee hired a small building in the St. Joseph suburb, of four apartments, which they dedicated to the reception of the most pitiable cases of distress and gave it the name of "The House of Recovery." The smallness of the building, and the limited state of their means, would admit of extending relief but to few; small, however, as it was, from this establishment arose the Montreal General Hospital. In 1819,

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a larger house was procured on Craig Street, and fitted up as an hospital, having three wards and accommodation for 24 patients. A meeting of citizens was called, a committee to manage the institution appointed, a house-keeper and other attendants engaged, visiting members were chosen, two of whom—as to this day—took the duty of visiting the hospital weekly in rotation, and the medical department was placed under the direction of four professional gentlemen. The institution grew in favor. There was at this time a piece of ground conveniently situated in the St. Lawrence suburb, occupied as a nursery. With a liberality highly deserving to be recorded to their credit, the Hon. John Richardson, Hon. William McGillivray, and Samuel Gerrard, Esq., purchased upon their joint credit this lot of ground, and declared it to be in trust for the purpose of building an hospital upon it. This was in August, 1820. A plan for the building was obtained, the scheme comprising a centre building 76 feet by 40 feet, capable of accommodating 80 patients, and with provision for wings in the future. By January, 1821, a sufficient subscription was raised to justify the Directors in letting contracts for the building. Hon. John Richardson, Rev. John Bethune, Dr. William Robertson, Jno. Molson, Sr., David Ross, John Try, and Alexander Skakel were elected as a committee for this duty, and Mr. Thomas Phillips was appointed architect, for which duty £50 were allowed him , which he relinquished as his subscription to the institution. On June 6th, 1821, the Corner Stone was laid with Masonic Ceremony by Rt. Wor. Sir John Johnson, Bart., acting Provincial Grand Master, in presence of a large and distinguished company. The population of Montreal at this time was estimated at 20,000. In 1823 a Charter of Incorporation was obtained, and the Legislature made an annual grant to the hospital of £850 currency. From May 1st, 1823, to May 1st, 1824, 834 patients were treated, and at a meeting of the Governing Committee in 1823 Hon. John Richardson announced that through the liberality of gentlemen whose names he was not permitted to disclose the debt of £4,099 had been discharged, and the hospital was free from all incumbrance. From that day onward the history of the Montreal General Hospital has been one of steadily enlarging usefulness. Its benefactions have been many in number and often large in amount. The buildings have been from time to time enlarged upon the original site, and to day the equipment and management of the hospital is a source of just pride to the citizens.

THE BOARD OF TRADE, MONTREAL

The Royal Victoria Hospital was founded in 1887 in commemoration of the jubilee of Her Majesty the Late Queen Victoria, by Lord Strathcona and Lord Mount Stephen, who erected, equipped and endowed the institution with princely magnificence, bearing jointly the whole cost. More than $2,000,000 were given by these noblemen for the purpose. The hospital occupies a commanding site on the slope of Mount Royal at the Head of University Street, and is considered one of the finest hospitals on the Continent. A Nurses' home beside the hospital was also built by Lord Strathcona.

Hospital of the Grey Nuns.—This great charity was founded in the year 1755. The antique and vener-

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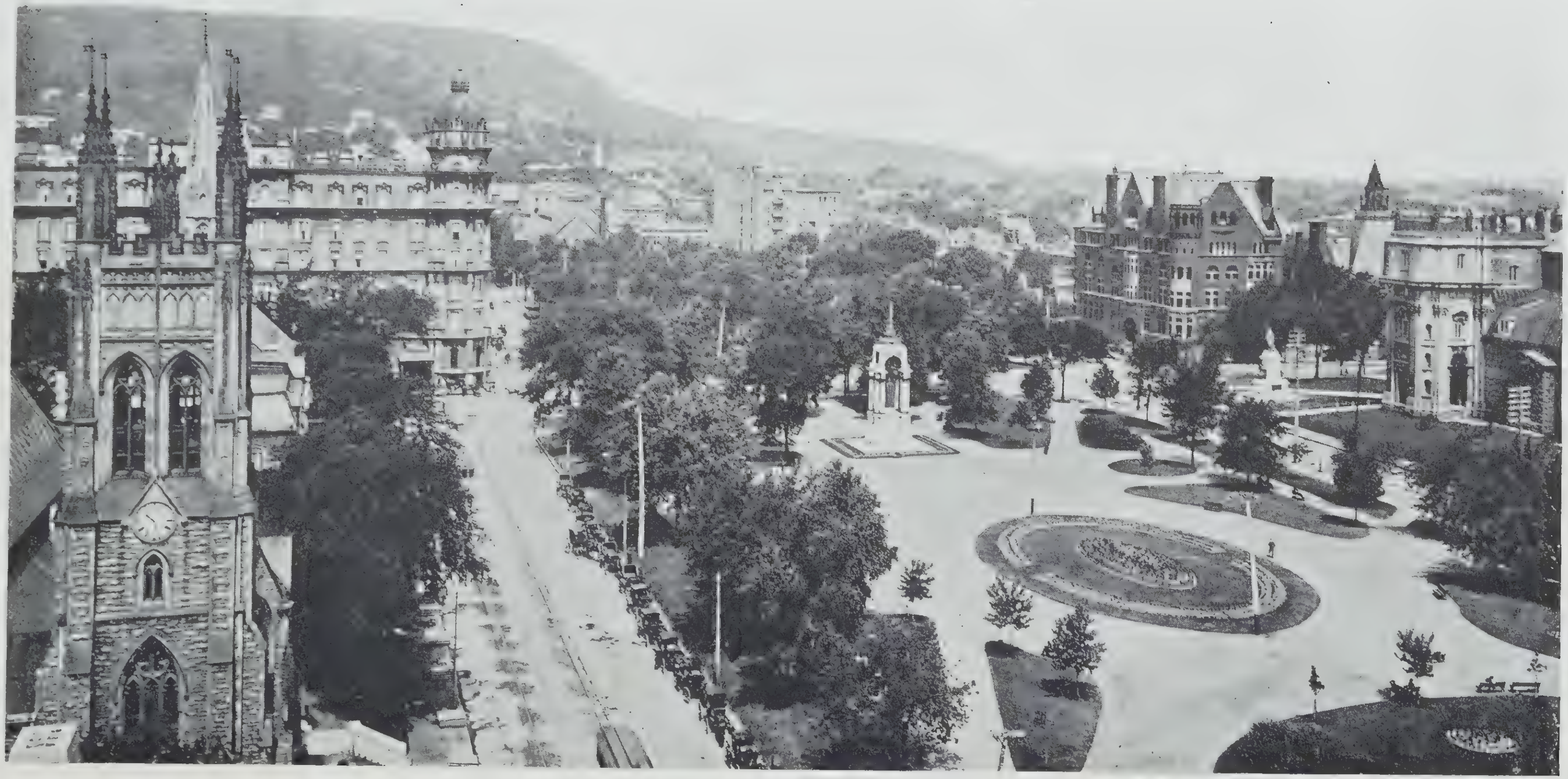

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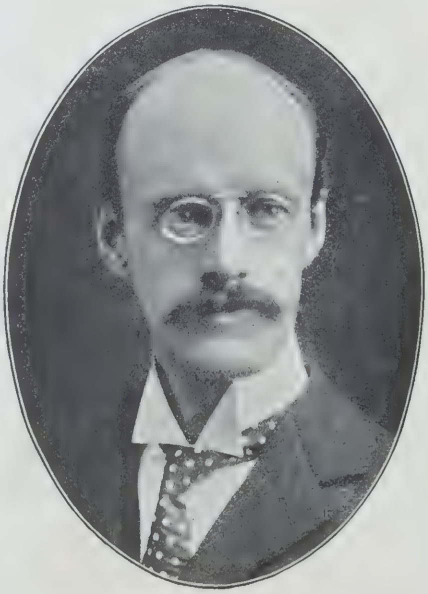
ALEX. DESMARTEAU, Accountant
Commissioner for Quebec and Ontario.

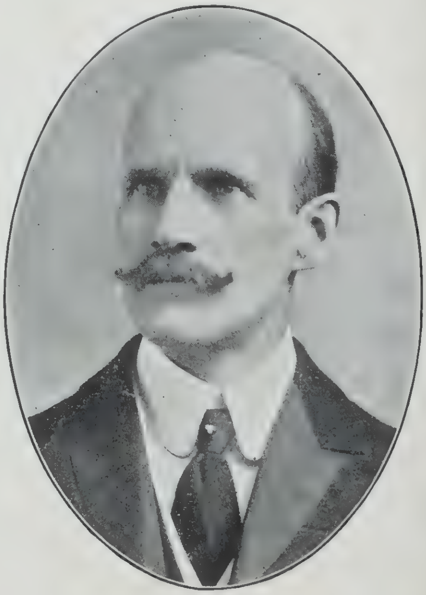
able pile of buildings, which was at first erected on the river-side, was pulled down to make room for warehouses, the nuns removing in 1871 to their present hospital in Guy Street. The order of the Grey Sisters was founded in 1737 by a Canadian lady, the widow of M. de Youville. She took up a work which, commenced in 1692 by M. Charron, had languished after his death, and, forming a religious community, established this hospital for the reception of aged and infirm people. The name of Foundling street (near St. Ann's market) commemorates the spot where, in 1755, the body of a murdered infant was discovered by this pious and benevolent lady, in the little river now covered by the street. One arm of the child projected above the ice, and a poniard in its throat proclaimed the horrible crime which had been perpetrated. Stirred with compassion at the pitiful sight, she extended the objects of her institution so as to embrace orphans and foundlings. The work grew upon her hands, and here, in this enormous mass of buildings, are gathered many hundreds, helpless through extreme age or extreme youth, or incapacitated by incurable diseases from taking care of themselves. The daughter of the famous Col. Ethan Allen, of Vermont, died in 1819 a nun of this order. The foundling children are from all parts of the Dominion and as many as 1,200 to 1,500 are yearly received.

The Hotel Dieu.—This institution is the oldest in Montreal, having been founded in 1644 by Madame de Bouillon, a French lady of very high rank, who sent out 42,000 livres by the hands of Mons. and

JOHN W. ROSS, C.A.,
Pres. Y.M.C.A.



A. F. C. ROSS, C.A.,F.S.A A. England,
Vice-Pres. Dominion Association of Chartered Accountants.



MAJOR JAMES G. ROSS, C A., 5th Royal Scots,
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Members of The Association of Accountants in Montreal.

Fellows of The Dominion Association of Chartered Accountants.

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Chartered Accountants

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A. C. STEAD, C.A.
Member of the Association of Accountants in Montreal.

JAMES HUTCHISON, C.A.
Member of the Association of Accountants in Montreal, and of the Society of Accountants in Edinburgh.

J. MAXTONE GRAHAM, C.A., (Scot.)
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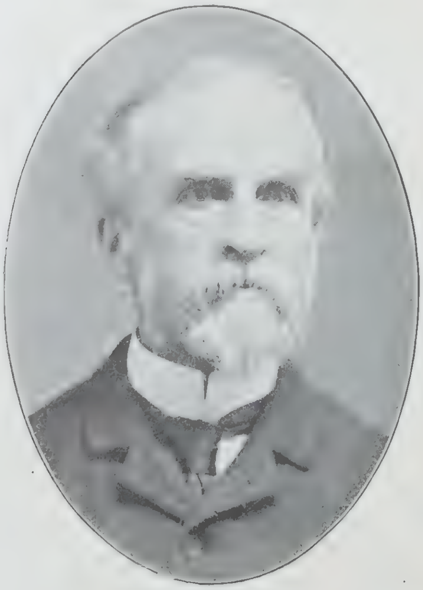
MONTREAL

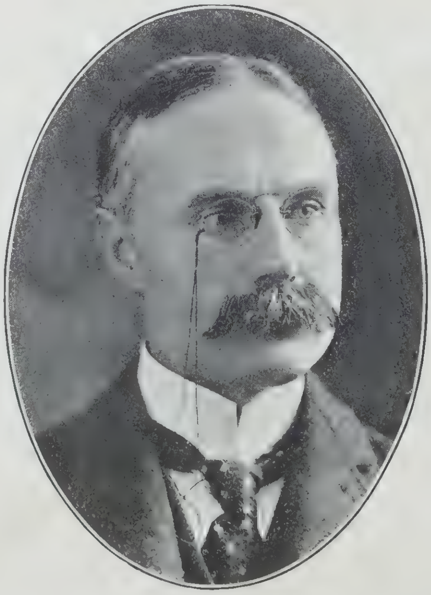
MOUNT ROYAL CLUB.

Madame d'Ailleboust to build a hospital at Montreal. As there was not room in the little fort for such a building, a site was chosen near at hand (now covered by a block of warehouses in St. Paul street, called Nun's buildings), and a building erected, which was surrounded by palisades and garrisoned against the Iroquois, who prowled incessantly around the infant colony. There Mademoiselle Mance took up her abode. Obedient to a supernatural call, she had left an honoured and peaceful home to serve God in this wilderness infested by cruel savages, and, with three women, the only companions of her sex, she fearlessly commenced the work of which the results have been so great. The present buildings were completed in 1861 and are situated at the head of St. Famille street. The Hospital proper occupies the western part and is divided by the chapel from the Nunnery. Eighty of the Sisters are cloistered and do not go outside of the building and grounds. There are 350 beds in the hospital.

Other Hospitals are Notre Dame, Western, Homeopathic and Alexandra, the latter a contagious diseases hospital completed in 1905. There are also many purely benevolent institutions maintained by private subscription, such as the Protestant House of Industry and Refuge, Protestant Infants' Home, Protestant Orphan Asylum, Mackay Institute for Deaf Mutes, Homes of the various National Societies, and innumerable Asylums under the direction of the Roman Catholic Clergy and Nuns. For the care of the Insane there is the Longue Pointe Asylum, managed by the Nuns, and the Protestant Insane Asylum at Verdun.



MR. GEORGE DURNFORD
Chartered Accountant.



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Mr. GEORGE HAMDEN SMITHERS
Messrs. BURNETT & Co. Stock Brokers

Mr. J. E. E. DICKSON,
Montreal Canadian Manager Law Union & Crown Insurance Company of London, Eng.

WEALTH OF CANADA.

In Great Britain the average wheat crop is 30.95 bushels per acre. In Ontario the average of winter wheat is 22.50 and of spring wheat 18.92 showing that we are not in this respect a great way behind the Mother Country; France averages 19.57 bushels, which is under the average yield for Ontario. Manitoba gives about 18.45, the Northwest of Canada, 19.13, while Russia in Europe gives an average of 9.05 bushels per acre, and the Republic gives an average of 14.76 bushels per acre. Australasia, as follows: New South Wales has an average of 9.9 bushels per acre; Victoria 7.18 bushels; South Australia, 6.62 bushels; West Australia, 11.51, and Queensland, 15.77.

Referring to the dairy industry in Canada, it says it is in a very prosperous condition. Canadian cheese is now regarded in the British market as second to that of no other country. This is largely due to the introduction of cool curing rooms as an adjunct of cheese factories, and the ample provision made for export in cold and cool storage.

Large quantities of small fruits of the apple orchards are left over annually. These are not marketable owing to size, but they may be profitably manufactured into excellent jam, jellies, etc. It is suggested that co-operation would probably convert what is now a loss into a profitable industry. The report concludes:

"A careful survey of the entire field demonstrates that agriculture, the cornerstone of national wealth and power, is in a more prosperous condition at present in Canada than in any other country of the world. while the yet unmeasured territory of rich virgin lands awaits settlement ready to respond bounteously to the industry and intelligence of many millions of willing hands. In a word, Canada is the world's greatest bread field of the day."

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CAPACITY 90,000 TONS

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ESTABLISHED 1835

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ESTABLISHED 1884

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Ice Delivered all over the City.

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Finest Carriage Emporium
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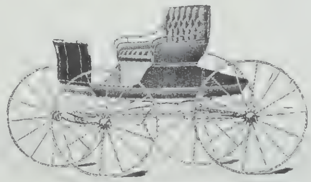
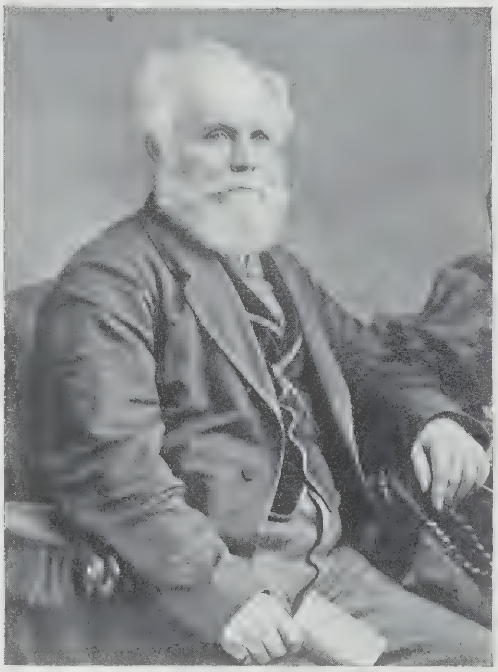
Wire Fences, Farm Implements, Sewing Machines, Washing Machines, Gasoline Engines, Stoves, etc.



39-41 Bonsecours St., MONTREAL.

As a Shipping Port

FROM a very early stage of improvement in the art of navigation, writes Mr. Alfred Sandham in his History of Montreal, it must have become evident that water carriage presented the cheapest and easiest mode of transportation. With few exceptions great cities have always arisen either upon convenient ports of the sea, or upon large navigable rivers and inland waters, and it is therefore small wonder that the spot on which Montreal stands was early chosen for the foundation of a commercial city. Never was place for shipment and trans-shipment more plainly marked by natural laws. From hence navigable water courses spread out like a fan penetrate thousands of miles into the interior, while a broad and safe river flows to the ocean. There have been indeed some obstacles to overcome to permit the ever-growing steamships to reach this part with full cargoes, principally encountered in the shallows and shoals of Lake St. Peter, between Montreal and Quebec, and as early as 1831 the attention of the Legislature was directed to the matter. For ten years it was discussed until in 1841 the Board of Works was authorized to commence operations. At this time the depth of water on the lake was only 11 feet at low water. In 1851 the Harbour Commissioners of Montreal took over the work of dredging a channel through the Lake, and on November 3rd of the same year, the vessel "City of Manchester" passed down to sea drawing 14 feet, through a channel 75 feet wide. In 1853, the depth had been increased to 16 ft. 2 in. and the width to 150 feet, and steadily since then the work of deepening and broadening the channel has continued until to-day there is a navigable channel to the sea of a depth of 30 feet and a width of 450 to 1000 feet, so well buoyed and lighted that steamships ascend and descend by night and day throughout the season.



The Late SIR HUGH ALLAN,
Who for many years was prominent in Canadian Shipping Circles

The first company to commence running a regular line of steamships from Great Britain to Montreal was chartered on May 23rd, 1853, under the name of "The Canadian Steam Navigation Company," the late Hon Thos. Ryan, Hon. Luther H. Holton, and J. B. Greenshields, of Montreal, being the Canadian Members. They were authorized to raise £250,000 for the purchase and maintenance of steamships and other vessels for the transport of passengers and merchandise between Montreal and Quebec and ports in Great Britain, a subsidy of £19,000 annually was granted by the Canadian Government for a fortnightly mail service betwen Montreal and Liverpool, the St. Lawrence and Atlantic Ry. Co. adding a subsidy of £4,000, and the city of Portland of £1,000 yearly, in consideration of the steamers running to Portland in the winter months. Although the regular trips were to begin in 1854, the "Genova" of 350 tons was despatched from Liverpool and arrived at Montreal on May 10th, 1853. She was succeeded by the "Lady Eglinton" 335 tons, the "Sarah Sands," "Charity," "Ottawa," and "Cleopatra." This venture, however, was not successful, and in 1856 the charter was disposed of, and the vessels withdrawn from the Canadian routes. The service was then undertaken by the firm of Edmonstone, Allan & Co., now H. & A. Allan, who in 1856 placed the following steamers on the route, "North American" "Canadian," "Indian" and "Anglo-Saxon." From that day to this the steamship business of the port of Montreal has gone on steadily increasing, until now instead of vessels of 350 tons, we have steamships of 14,000 and 16,000 tons weekly entering the harbour.

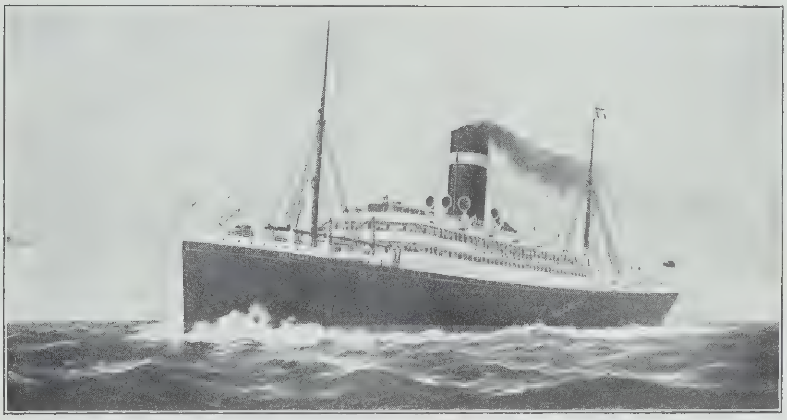
The Allan Line has been the first to introduce turbine steamships on the Atlantic route. The S. S. "Victorian" and "Virginian" were contracted for in 1903, the former with the eminent shipbuilding firm of Workman, Clark & Co., Belfast, and the latter with Messrs. Alex. Stephens & Sons, Linthouse, near Glasgow. The contracts provided that the ships were to be of the highest class, and that their proportions were to be as great as safe navigation of the St. Lawrence River to Montreal would permit, viz., 12,000 tons register, 18,000 tons displacement, 540 feet in length and 60 feet in width. Moreover they were to be fitted with sets of Parson's triplicate Turbine Engines, driving three independent

ALLAN LINE

FAST ROYAL MAIL AND
PASSENGER SERVICE.

Established in 1854.

In Summer
Montreal
to
Liverpool.



THE ALLAN TURBINE STEAMSHIP "VICTORIAN"

In Winter
St. John and
Halifax
to
Liverpool.

THE ALLAN LINE FLEET, 1854.

ROYAL MAIL STEAMERS.

CANADIAN......2,250 TONS.	INDIAN......2,250 TONS.	NORTH AMERICAN......2,500 TONS.	ANGLO-SAXON......2,500 TONS.

Total Tonnage, 9,500.

THE ALLAN LINE FLEET, 1907.

	TONS		TONS		TONS
VICTORIAN, Turbine, Triple Screws	12,000	SICILIAN	6,284	BUENOS AYREAN	4,164
VIRGINIAN, Turbine, Triple Screws	12,000	HUNGARIAN	5,000	LIVONIAN	4,003
CORSICAN, new, Twin Screws	11,000	HIBERNIAN	5,000	SARMATIAN	3,920
TUNISIAN, Twin Screws	10,575	ONTARIAN	4,309	SIBERIAN	3,895
GRAMPIAN, new, Twin Screws	10,000	NUMIDIAN	4,838	ORCADIAN	3,563
HESPERIAN, building, Twin Screws	10,000	MONGOLIAN	4,838	COREAN	3,488
IONIAN, Twin Screws	9,000	LAURENTIAN	4,522	BRAZILIAN	3,083
PARISIAN	5,395	SARDINIAN	4,349	ROSARIAN	3,070
PRETORIAN	7,417	POMERANIAN	4,258	MONTE VIDEAN	3,000
CORINTHIAN	6,226	CARTHAGINIAN	4,223	**Total Tonnage**	**173,420**

WEEKLY PASSENGER AND FREIGHT SERVICES.

Montreal to Liverpool (Royal Mail Service).
Montreal to Glasgow.
Montreal to London.
Montreal to Havre.

The steamers are of the highest class, and are fitted with every improvement for the comfort of the passengers in all classes, including bilge keels, making the vessel steady in all weather, electric light, midship saloons, spacious promenade decks, music rooms, smoking rooms, etc.

The new Turbine Steamers Victorian and Virginian, 17½ knots, have reduced the time between Montreal and Liverpool, 12 hours. Record passage 5 days, 14 hours, 30 minutes.

Special attention has been paid to the lighting, ventilation, and sanitary arrangements. An experienced surgeon is carried on all passenger steamers.

The Mail Steamers do not carry cattle, but abundant provision is made for cargo requiring chilled space or cold storage.

For live stock this line offers the best facilities. The steamers of the Montreal-London, Montreal and Glasgow service furnish this accommodation on Cattle decks specially fitted and ventilated to secure the best results. The steamers on all the Services are fitted with the latest and best system of cold storage accommodation. For sailing rates and other information apply to any agent of the line.

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  50 Foyle Street ...... Londonderry
  ...... Moville
JAS. & ALEX'R ALLAN
  25 Bothwell Street ... Glasgow
  ...... Dundee
  8 Eyre Square ...... Galway
THOS. O'DELL, SONS & CO .. 2 Eden Quay ...... Dublin
A. THOMSON & CO ...... 25 Victoria Street ... Belfast
J. M. CURRIE & CO. ...... 2 Rue du Pleuvry .... Havre
J. M. CURRIE & CO. ...... 36 Rue d'Hauteville .. Paris
PITT & SCOTT ...... 47 Rue Cambon ...... Paris

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  110 State Street ...... Boston
THOS. COOK & SON ...... 245 Broadway ...... New York
E. H. LOW ...... 1123 Broadway ...... New York
AKERS & FOLKMAN ...... 189 Superior Street .... Cleveland
J. H. BRADY & CO. ...... 1139 Pine Street ...... St. Louis, Mo.
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PERCY M. BUTTLER ...... Agent G.T.R. ...... Ottawa.
W. R. ALLAN ...... Gen. Agent Can. Nor'west, Winnipeg
W. P. F. CUMMINGS or any C.P.R. Agent ...... Winnipeg
G. L. COURTNEY ...... Victoria
W. R. THOMSON ...... Vancouver
THE ALLAN LINE ...... 77 Yonge Street .... Toronto

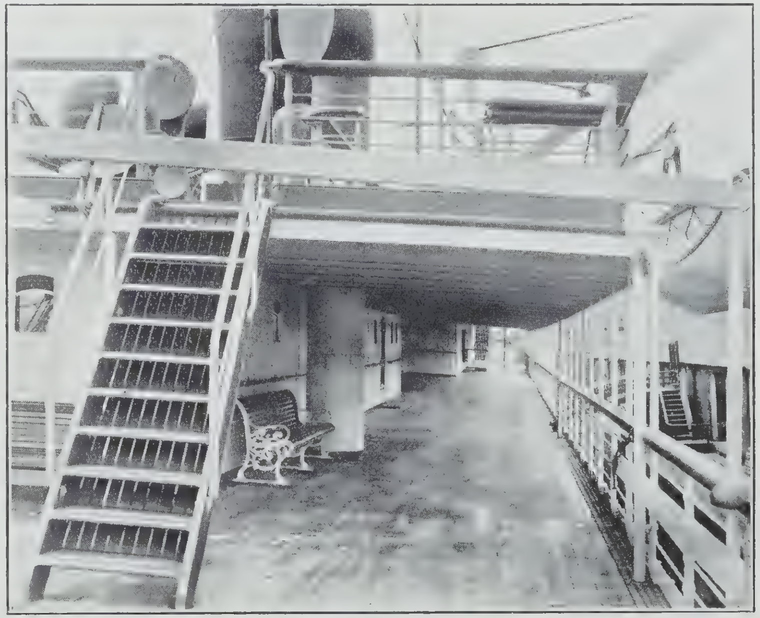
or H. & A. ALLAN,
Montreal, CANADA.

The New Steamship "CORSICAN" had her trial trip June 20th.
Averaged 17·58 Knots with maximum speed 18 knots.

MUSIC ROOM—S.S. VIRGINIAN

DINING ROOM– S.S. VIRGINIAN.

SMOKING ROOM—S,S. VICTORIAN.



PROMENADE DECK

DOMINION LINE ROYAL MAIL STEAMSHIPS

WEEKLY SAILINGS

Montreal & Quebec
to Liverpool
in Summer

Portland
to
Liverpool
in Winter

TYPE OF DOMINION LINER.

Fast Passenger Steamers,
Electric Light,
Saloons Amidship,
Speed and Comfort
Superior Accommodation for First Class,
Second Class and Third Class Passengers
Passenger Accommodation on the Upper Decks
Well Ventilated, Large Rooms and
Spacious Promenade Decks

FIRST CLASS Rates from $55.00 to $75.00, according to season and steamer.

MODERATE RATE SERVICE.

One class cabin carrying steamers called Second Class. This is the service to take when you wish a trip in comfort at a moderate rate.

The best on the steamer.

To Liverpool	$42.50	and	$45.00
London	45.00	"	47.50
Paris	52.75	"	55.25

R. M. S. "ALBERTA."—NEW STEAMERS—(Building) R. M. S. "ALBANY."

These steamers will be the largest and finest steamers sailing from Montreal and of high speed. There size will be 14,000 tons twin screw and when the "Alberta" takes her place on the St. Lawrence Service next season, to be followed by the "Albany" it will be found that the owners and builders have provided steamers that will answer the fullest expectations of the most exacting traveller, whether first, or second or third class. Their internal accommodation will appeal to the discriminating public. Thus in the handsome dining saloon allotted to them all the First Class will be dined at one sitting and in no stateroom will more than two passengers be berthed.

In the Second Class quarters there will be found accommodation of a specially attractive nature. The splendid dining saloons will seat 230 passengers and the sleeping apartments will consist of large and airy two, three, and four berth rooms comparable with any second class accommodation to be found elsewhere.

For a greater part of the 2,000 Third Class passengers carried, small staterooms will be provided, and this feature is sure to be highly appreciated by the passengers who travel in third class quarters.

For all Particulars apply to Local Agents, or

DOMINION LINE, 17 St. Sacrament Street, Montreal.

TEAM LOADS OF BUTTER AND CHEESE FOR LONDON

shafts and capable of maintaining an average sea speed of 17 knots per hour. During their first season, 1905, the "Virginian" made nine voyages and carried 14,000 passengers, a sufficient index of her popularity with all classes; and although her sister ship has not made so many trips, and, consequently, has not carried so many passengers, she has been quite as highly spoken of by those who have sailed with her. The splendid hotel arrangements and the noiseless turbines are features common to both ships.

In the turbine S.S. "Corsican," which made her maiden trip to Montreal from Liverpool in July, 1907, Messrs. Barclay, Curle & Co., Ltd., have embodied all the accumulated results of a long and varied experience in the building of ships.

LOADING THOMSON LINER WITH PATENT CHEESE DROPPERS.

The leading particulars of the vessel are:—

Length	516 ft. 0 in.
Breadth	61 ft. 3 in.
Depth from bottom of keel to top of deck at centre	42 ft. 9 in.
Gross registered tonnage about	11,500 tons

Triple expansion twin-screw engines of 8,500 indicated horse power, constructed by the builders.

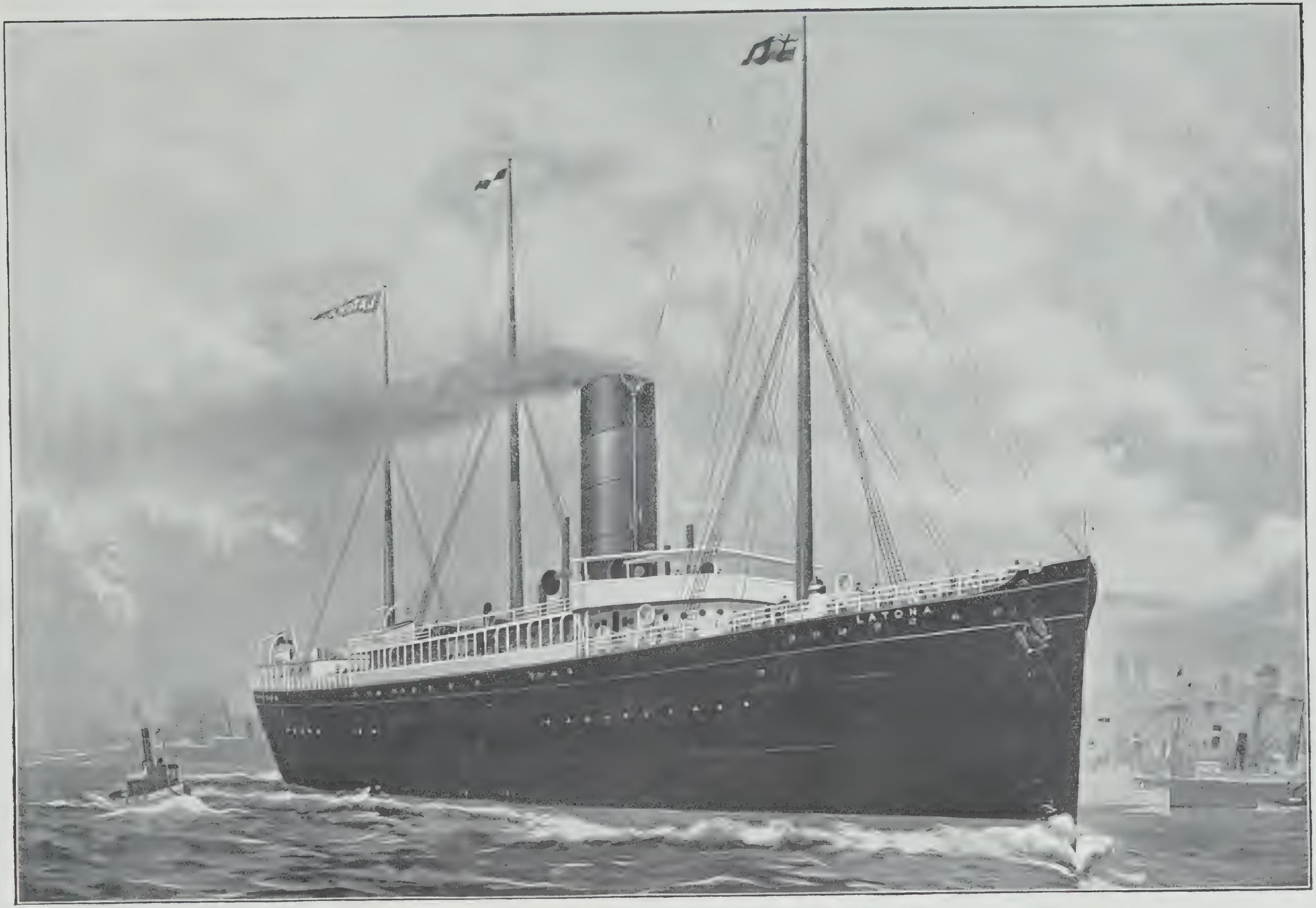
Speed at sea about	16 knots
Number of first class passengers	300
" " second " "	400
" " third " "	1,500

No effort has been spared to obtain construction of the first quality, the vessel not only comforming to highest class in the British Corporation, but possesses considerable additional strengthening in order to suit the owners' special needs. The hull is divided into separate water-tight compartments by seven bulk-heads, and to further insure immunity from danger in the event of collision or stranding, a complete inner bottom is fitted, divided by numerous partitions into separate water ballast tanks, each tank being capable of being filled or emptied independently, so that the trim and draught of the vessel can be adjusted at any time to suit the conditions of service.

Reviewing the Allan season of 1906 Mr. Geo Hannah says: The St. Lawrence season, just closed, may be numbered amongst the great years so far at least as the transatlantic passenger business is concerned. We believe this will be the unanimous expression of all the lines doing business to this port. So far as the Allan line is concerned, it has been the greatest in our history of over fifty years. The year 1905 exceeded all previous years, with a total number of 54,119 passengers carried east and westbound; this year the total is 59,760 or a gain of 5,641, or over 10 per cent., and this notwithstanding greater opposition than has

UNLOADING APPLES IN THOMSON LINER SHED.

APPLES GOING INTO THOMSON LINER



S. S. "LATONA". THOMSON LINE

LONDON REFRIGERATOR SERVICE

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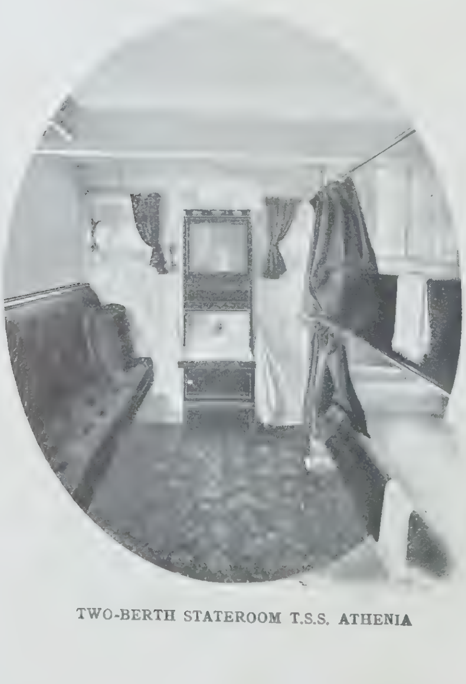
WM. THOMSON & SONS, Managing Owners, Dundee, Scotland.

WM. THOMSON & CO., Ltd., Agents, 4 Lloyd's Ave., London, E. C., Eng.

PROMENADE DECK T.S.S. ATHENIA

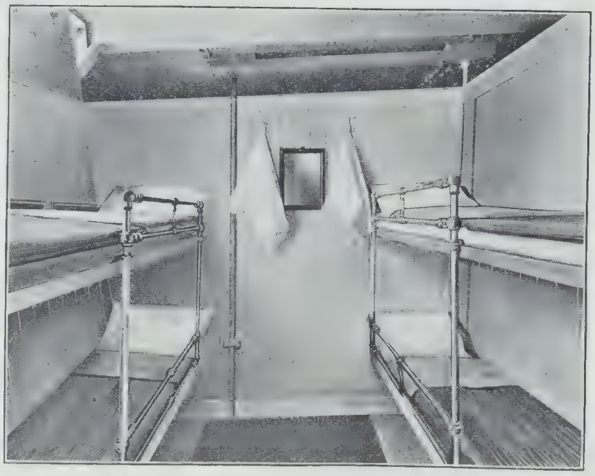
hitherto been encountered. Doubtless the general prosperity of the country, and the large immigration to the fertile lands of the Northwest have been the chief causes of this large traffic. But it is also to be noted that a larger number than ever before of Americans and transpacific passengers have sought the St. Lawrence route as the most desirable way of reaching Europe, the eastward traffic by our line showing a proportionate increase to the westbound. The increase is more perceptible when comparison is made with a few years ago. In 1900 the westward traffic, by our fleet for the entire year was 27,940, while for the St. Lawrence season of 1906 say seven months, the westbound traffic is 47,467 souls. With the two new steamers added to our fleet we will have a passenger capacity for 20 per cent. more business, so that we confidently anticipate showing even better results at the end of another season, providing always that no set-back is received to the general prosperity of the country.



TWO-BERTH STATEROOM T.S.S. ATHENIA

The Dominion Line Royal Mail Steamship report they have maintained a weekly passenger service during the past season, in which were operated the steamships Canada and Dominion, on which first, second and third class passengers were carried, and the Ottawa, Kensington and Southwark, on which steamers only one class of cabin passengers (second class) and third class were carried. The service of the Dominion Line, it is expected, will soon be strengthened by the addition of several large and fast steamers. The number of passengers carried this season shows an increase of 4,076 over the season of 1905, made of up 25,815 westbound and 4,078 eastbound passengers.

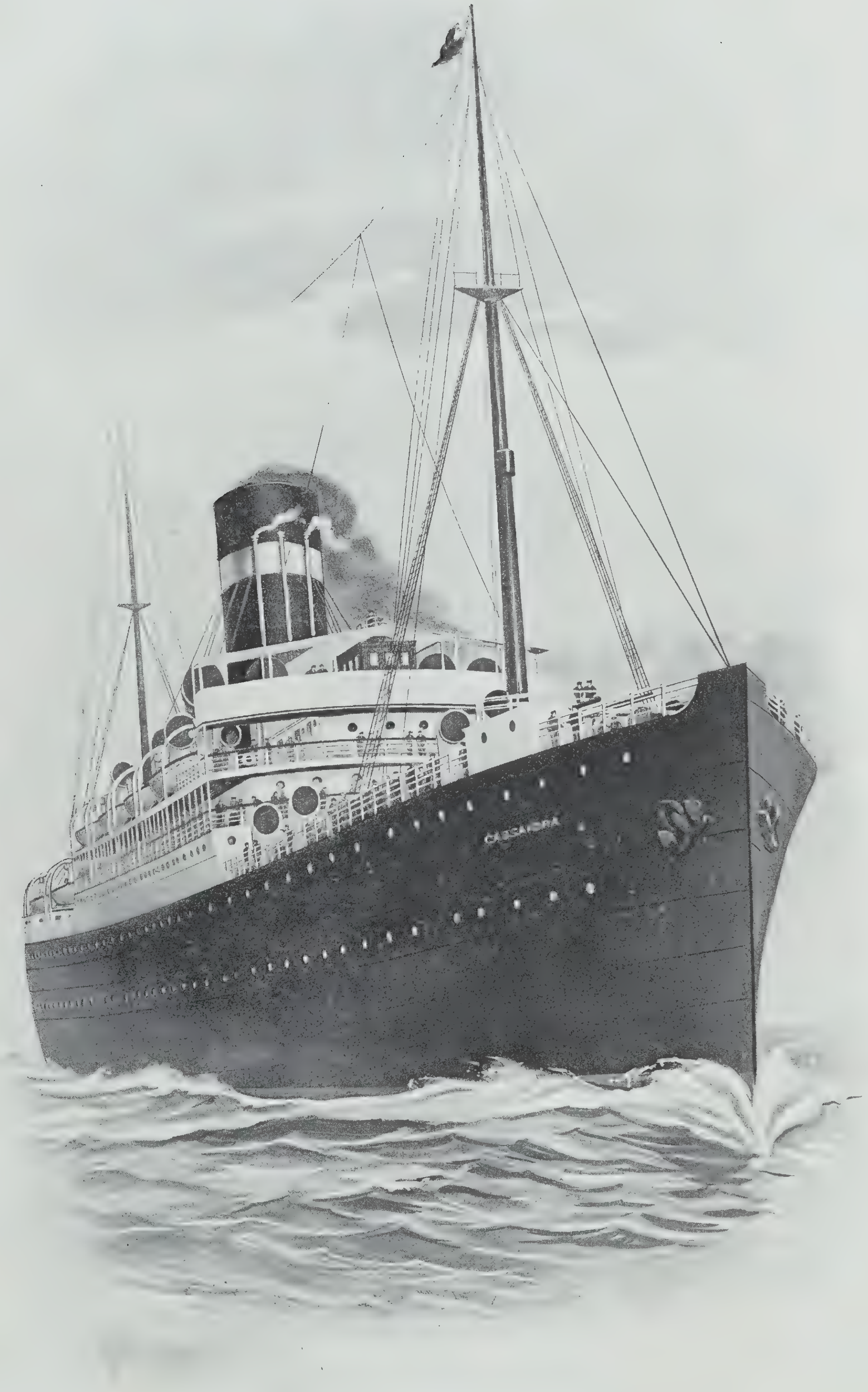
The Canadian Pacific Railway Atlantic steamship lines report that the St. Lawrence season of 1906 has been the best in the history of the Company, and shows an exceptionally large increase in business both for eastbound and westbound traffic. They report that the class of immigration brought out during the past season on their vessels has been an excellent one, which is shown by the very small percentage detained by the Government authorities, this percentage being even less than 1 to 250 passengers. The chief event of the season, so far as the C. P. R. steamships were concerned, was the placing on the St. Lawrence route of the new steamers, Empress of Britain and Empress of Ireland. These splendid vessels made their maiden trips to Quebec during the early part of the season, and have met with great success from the start. The Empresses, the C. P. R. claim, have attracted a class of American travel unknown to the St. Lawrence route.



A STEERAGE FOUR-BERTH ROOM T.S.S. CASSANDRA

The Robert Redford Co., Limited, report that during the season of 1906 the following steamers have been consigned to them.

	Steamers	Tons
Donaldson line	43	145,882
Thomson line	45	95,418
Lord Line	3	4,196
Outside Steamers	10	14,575
Total	101	260,071
1905	100	216,280
Increase	1	43,791



T. S. S. "CASSANDRA". DONALDSON LINE

GLASGOW PASSENGER SERVICE

THE ROBERT REFORD CO. Limited, Agents, Montreal, Quebec, Toronto, St. John, N. B., and Portland, Me.

DONALDSON BROS., Managing Owners, 58 Bothwell St., Glasgow, Scotland

VIEW FROM WINDMILL POINT BASIN, SHOWING SHIPPING CARRIERS FOR LOADING OCEAN VESSELS.

They report that the shipping trade for the past season has shown a marked improvement over that of 1905, largely an increase in imports, which have been the best for many years, as there was a steady demand for all classes of manufactured goods, steel and pig iron, and it is possible that in the present development of this country the demand will continue.

Elder, Dempster & Co. report a very successful season for 1906 for their South African and Cuban-Mexican services, in addition to which they have brought a number of vessels here with cargoes of sugar, molasses, pitch pine, lumber, sulphur, etc. They have had altogether as follows:

	Sailings
South African service	4
Cuba-Mexican service	7
Outside steamers	10

Messrs. Furness, Withy & Co., Ltd., agents for the Manchester Liners, Ltd., and joint agents for the Canada-South Africa service, have experienced a successful season. The following is a list of voyages made and total net register tonnage of vessels employed.

	Voyages	Net tonnage
Manchester line	23	62,229
South African line	2	5,594
Total	25	67,823

The total number of tons of coal from Nova Scotia, discharged in Montreal during the past season, was, 1,357,265 tons, as against 1,257,208 during the season 1905 an increase last season of 100,057 tons.

Traffic through the Lachine canal for the season 1906 shows an increase in the number of vessels, but a decrease in the number of passengers and certain classes of merchandise. The number of Canadian steamers which entered the canal basin was 1,239, against 1,050 for the season 1905, being an increase of 189 vessels. Canadian barges numbered 1,589, as against 1,447 last season, an increase of 142. American vessels numbered 151, against 135 last year, an increase of 16. The total tonnage was 522,210 for 1906, against 482,684 for 1905, an increase of 39,526 tons. Passengers showed a decrease of 17,426, the figures being 37,606, against 55,032 in the previous year. The tonnage of all classes of merchandise was 128,479 tons, against 105,436 tons in 1905, an increase last season of 23,043 tons.

VIEW FROM CANAL SIDE SHOWING MARINE LEG FOR UNLOADING GRAIN FROM CANAL VESSELS.

The Montreal Warehousing Company's new Steel Grain Elevator "B" Windmill Point, Montreal Grand Trunk Railway System's terminal for Export Grain, Capacity 1,100,000 bushels, electrically driven throughout.

Summer Service from

MONTREAL

and

QUEBEC.

Winter Service from

ST. JOHN, N.B.

and

HALIFAX, N.S.

S.S "MANCHESTER CITY" 8,600 TONS.

MANCHESTER LINERS, LIMITED

THE ONLY DIRECT AND REGULAR LINE BETWEEN

CANADA and MANCHESTER

FIRST CLASS service of modern freight steamers under special contract with the Dominion Government. Steamers are fitted with Cold Storage accommodation for perishable products

The object of this line is to develop the Canadian Trade with Manchester, which is the centre of about 7,500,000 people—one of the largest markets in the World. The Cattle Market is said to be the best in the World. Shippers throughout Canada are meeting with success even beyond their expectations.

Accommodation for a limited number of Saloon Passengers at Moderate Rates.

FURNESS LINE Regular fortnightly sailings the year around between ST. JOHN, N.B., and LONDON via HALIFAX, N.S. Also fortnightly service between HALIFAX and LIVERPOOL via ST. JOHN'S, Nfld., under special contract with Dominion Government.

Through Bills of Lading granted to and from all Western points.

FURNESS, WITHY & CO., Limited, General Agents, Montreal.

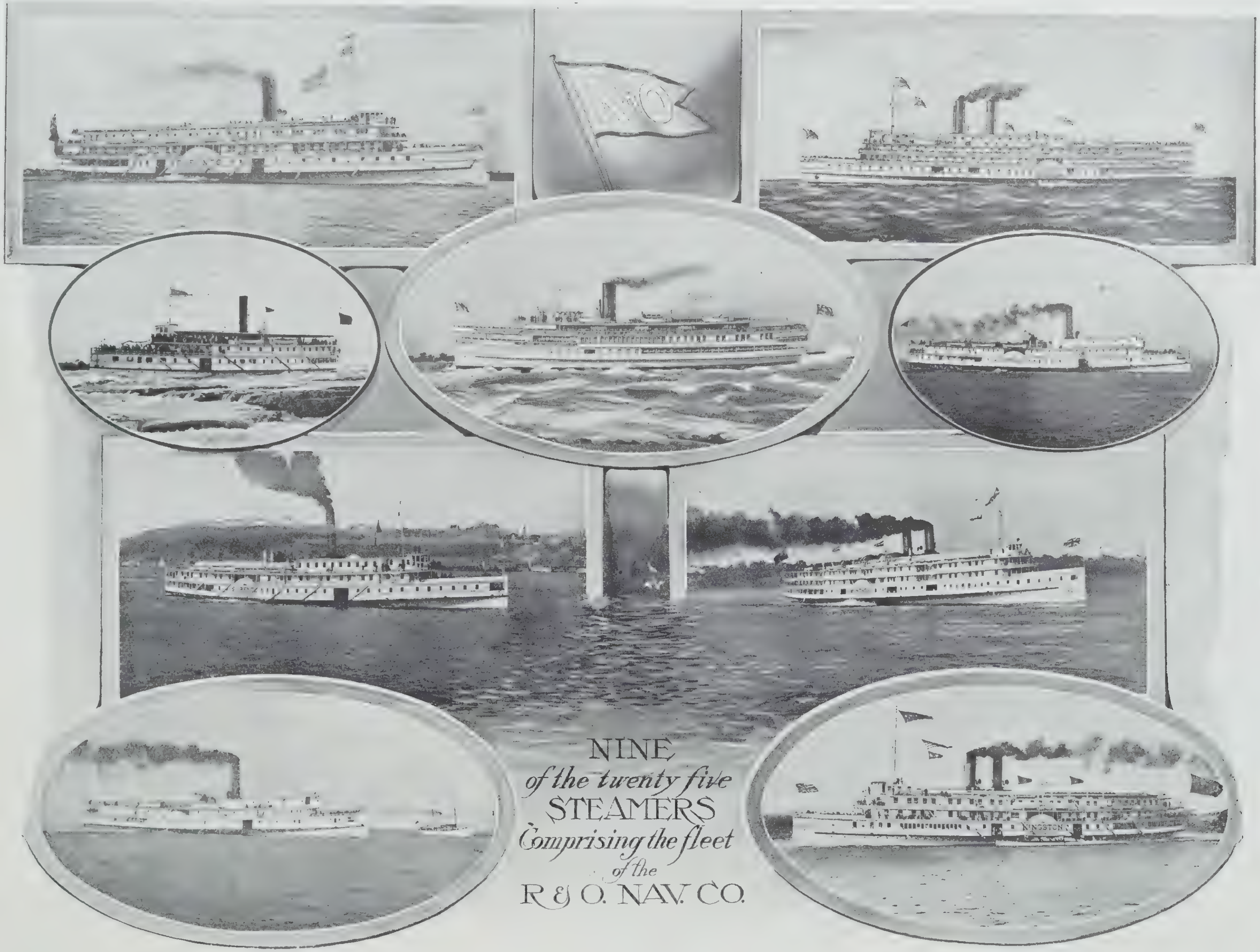
Bartlett McLennan,
President.

J. A. Cuttle,
Managing Director.

Montreal Transportation Company, Limited

Grain and General Forwarders
Between Great Lakes and Montreal.

14 Place Royale, - - - Montreal.

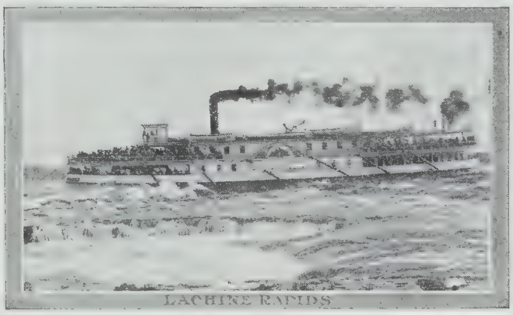


NINE
of the twenty five
STEAMERS
Comprising the fleet
of the
R & O. NAV. CO.

THE OTTAWA RIVER NAVIGATION COMPANY

Leave Montreal by G. T. Ry to Lachine, 8.00 a.m. to connect with Steamer for Ottawa.

Leave Ottawa for Montreal at 7.30 a.m. from Queen's Wharf.



EMPRESS

STEAMERS SHOOT THE LACHINE RAPIDS

The Ottawa River is the old Highway to the Great West of the early Explorers and Fur Traders. Indian Villages, Churches, Monasteries, ruins of old Windmills, Mills and Forts of the French Regime ::

Excursions to Carillon and Home by the Rapids, $1.00

ROYAL MAIL LINE STEAMERS, Daily (EXCEPT SUNDAY) Between MONTREAL and OTTAWA

The Most Beautiful and Picturesque River Scenery in Canada

MONTREAL TICKET OFFICES

GRAND TRUNK RAILWAY OFFICE, - 137 St. James St.
WINDSOR HOTEL - - - - - - - Uptown Office
BONAVENTURE DEPOT, G. T. R., ST. HENRI STATION - -
TICKET OFFICES - - - 128 and 178 St. James St.

HEAD OFFICE: 161 to 165 Common St., Canal Basin, MONTREAL

WRITE FOR SNAP SHOTS GUIDE BOOK

R. W. SHEPHERD, General Manager

Cable Address: Optimus, Montreal. Telephone, Main 2565

GEORGE H. E. BLAIKLOCK

Custom House Agent and Forwarder,
Marine and Fire Insurance Broker.

Also Agent for

LANGSTAFF, EHRENBERG & POLLAK,

SHIPPERS and FORWARDERS

London,
Paris,
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LIVERPOOL.

Also

ARBUCKLE, SMITH & CO.,

GLASGOW.

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ROOM 223 BOARD OF TRADE BUILDING.

MONTREAL.

TELEPHONE MAIN 4657.
Connecting all Departments.

Blaiklock Bros.,

CUSTOM
HOUSE
BROKERS

Shipping and Forwarding Agents

Good Storage, FREE and IN BOND,
for all descriptions of Merchandise.

41 Common St., - - MONTREAL

HUGH [illegible]

Mr. Hugh Paton, President of the Shedden Forwarding Company (Ltd.), Montreal, was born at Johnstone, Renfrewshire, Scotland, October 15th, 1852. His father William Paton and his mother Mary Shedden, sister of the late John Shedden, were natives of Kilburnie. Mr Paton was educated in the Grammer School of Paisley, Scotland, and came to Canada in 1871, to become the private secretary of his uncle, Mr. John Shedden in Toronto, who was a prominent railway contractor, having built the Toronto and Nipissing Railway, the Union Station in Toronto, and other public works. Mr. Shedden was unfortunately killed on the 16th of May, 1873, at Cannington, on the line of the Toronto and Nipissing Railway.

In October of the same year, Mr. Paton removed to Montreal to become secretary-treasurer of the company which took up the business of his late uncle under the title of the Shedden Company (Limited), general forwarders and carriers, and cartage agents for the Grand Trunk Railway Company, etc., the manager being Mr. Thomas Symington, who died on 6th August, 1879, since which time Mr. Paton has been in full charge. He is the principal proprietor of this prominent corporation, and its development is mainly due to his skilful management, which makes him to-day one of the prominent business men of Montreal.

MR. HUGH PATON
President of the Shedden Fordwarding Co. Limited

The Company does the transfer of the freight of the Grand Trunk Railway Company at most of their principal stations in Canada, and has cartage, collection and storage arrangements in connection wth agencies in Detroit and other western points. The company employs over one thousand men and as many horses.

Mr. Paton is a lover of out-door sports, having been Hon. Sec.-Treasurer of the Province of Quebec Turf Club for four years, and holding the same office in the Montreal Tandem Club for two years. He was also Hon. Sec.-Treasurer of the Montreal Hunt from 1879 to 1886, and in 1887 was elected Master of the Hunt. He has been fortunate enough on the turf to win three Queen's Plates, and one Hunt Cup.

STEAMER IMPERIAL,
of the St Lawrence-Canada Navagation Company, Limited.

Mr. Paton is also a lover of agricultural pursuits, taking great pleasure in superintending the work of his farm near Montreal, where he has a beautiful country residence, in which he resides during the summer months.

He has travelled a good deal, having made several extended tours through Canada, the United States and the Continent of Europe.

He is a man who deserves the success he has attained, being open-handed in contributing to all public charities, or any worthy object that is brought under his notice, and is a Governor of the Montreal General and Notre Dame Hospitals.

He was married in 1884, to Miss Bella Robertson, daughter of the late Andrew Robertson, president of the Harbour Board, and during his lifetime one of Montreal's distinguished citizens.

MR. GEORGE H. E. BLAIKLOCK.
Custom' House Agent and Forwarder.

THE ST. LAWRENCE CANADIAN NAVIGATION CO., LTD.

CAPITAL AUTHORIZED $1,000,000.00

DR. A. A. BERNARD,
President.

LOUIS LACOUTURE.
Secretary and Passenger Agent.

WM. PAUL, Jr.,
General Manager.

Office 70 Notre Dame East, Montreal

DAILY LINE OF STEAMERS BETWEEN

MONTREAL and QUEBEC

BY STEAMERS

IMPERIAL AND COLONIAL

NEW BOATS COMFORTABLE ELEGANT ELECTRIC LIGHT IN EACH ROOM

JAQUES' AGENCIES

ESTABLISHED IN 1838

PATRONIZE THE OLD RELIABLE LINE

Merchants and Montreal Lake Superior Lines
STEAMERS.

ADVANCE
BICKERDIKE
EDMONTON
HADDINGTON
NEEPAWAH
ROSEDALE
WAHCONDAH

Merchants Line
PASSENGER STEAMERS

CITY OF MONTREAL
CITY OF OTTAWA

Weekly for
CLEVELAND, DETROIT, TOLEDO

Hamilton and Montreal Navigation Company
PASSENGER STEAMER

DUNDURN

Weekly for
TORONTO AND HAMILTON

The Ottawa Forwarding Company
STEAMERS

HALL
OTTAWAN
WELSHMAN
SCOTSMAN

Four Steamers Weekly for Toronto
Three Steamers Weekly for Hamilton
Two Steamers Weekly for Lake Superior and North-West Points
Four Steamers Weekly for Ottawa

H. J. COWIE,
European Agent,
CHAPEL ST., LIVERPOOL

G. E. JAQUES & CO.,
General Managers,
MONTREAL.

THE FOREIGN TRADE OF MONTREAL.

In the annual report of the Council of the Board of Trade for 1906, it is stated that the advantages of the port of Montreal are now, it is satisfactory to note, much more widely recognized and its total tonnage shows a satisfactory increase over that of the preceding season of navigation, the value of the exports for the year ending 31st December, 1906, being $89,616,459 against $73,786,548 for 1905, while the imports were $89,376,259 against $80,345,420 the preceding year, each being about double the amount of the figures for 1896. The returns for the Dominion being for the fiscal year ending 30th June, exact comparison with the Montreal figures is not possible, but taking the Dominion returns for the year ended 30th June, 1906, which give the total exports as $256,586,630 and the imports as $294,286,015, and comparing these with the Montreal figures for the calendar year 1906 above quoted, it will be seen that about one third of the export and import trade of the country passed through the port of Montreal, which clearly demonstrates the fact that Montreal is the national as well as the natural Atlantic port of the Dominion.

MERCHANTS LINE PASSENGER STEAMER CITY OF MONTREAL.

The following tables supply information as to the character and extent of the export trade from Montreal:

Quantities of Flour and Grain Shipped from Montreal During a Period of Ten Years.

	FLOUR Barrels	WHEAT Bushels	CORN Bushels
1897......	1,397,103	9,924,029	9,224,364
1898......	1,699,145	9,132,770	19,252,825
1899......	1,903,152	9,909,159	13,276,350
1900......	1,260,441	10,596,361	11,180,235
1901......	1,500,399	13,626,071	4,088,642
1902......	1,647,245	17,394,886	256,392
1903......	2,174,607	16,055,004	6,884,724
1904......	1,897,987	7,514,616	3,773,695
1905......	1,842,240	9,954,348	5,901,128
1906......	1,727,826	14,298,251	4,497,783

	PEAS Bushels	OATS Bushels	BARLEY Bushels
1897......	1,794,721	5,231,903	201,782
1898......	1,673,327	6,798,817	343,001
1899.....	1,276,091	3,991,164	1,125,123
1900......	1,663,697	5,026,404	1,023,655
1901......	759,118	2,667,116	666,806
1902......	426,747	2,397,578	311,095
1903......	292,771	1,138,261	351,383
1904......	196,550	1,311,702	1,006,070
1905......	69,337	2,683,767	2,504,671
1906.....	82,455	3,063,211	1,113,311

Other exports are as follows:—

	1905	1906
Rye, bush........................	121,021	134,287
Flaxseed, bush	270,453	2,926,016
Meal, brls........................	161,659	129,694
Eggs, cases........................	79,457	68,093
Butter, pkgs........................	574,775	395,028
Cheese, boxes........................	2,422,173	2,463,821
Lard, brls........................	484,109	368,365
Meats and Bacon, boxes............	402,411	305,975
Apples, brls................	557,240	381,933
Cattle, head........................	118,296	125,256

The following is comparative statement of the ocean and inland traffic at the port of Montreal for the past five seasons:—

Year	Steamships	Tonnage	Sailing vessels	Ton.	Total vessels	Total Ton.
1902...	728	1,530,023	29	9,381	757	1.539.404
1903...	779	1,882,295	23	8,609	802	1,890,904
1904...	774	1,849,907	22	6,790	796	1,856,697
1905...	786	1,918,002	47	22,054	833	1,940,056
1906...	783	1,957,615	33	11,364	816	1,968,979

The classification of the above vessels is as follows:—

	Steamships	Barques	Schooners	Total vessels
1902...............	728	9	20	767
1903...............	779	2	20	802
1904...............	774	3	18	796
1905...............	786	4	42	883
1906...............	783	3	30	816

CANADA'S

Ocean, River & Railroad Terminal

FIREPROOF STORAGE WAREHOUSE

— IS —

CUSTOMS
BOND
No. 5

EXCISE
BOND
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A COMMERCIAL ADVANTAGE

to Merchants who are availing themselves of the General Prosperity of our Great Dominion.

A LARGE RESERVE

of Staples, Well-known Brands and Marks of Champagnes, Wines and Liquors, Dry Goods, Teas, Coffees, Spices, Canned Goods, Grocers' Sundries, Automobiles, Machinery and Imports of all descriptions when stored in a fireproof storage warehouse, either Free or in Bond, assures Merchants of their Trade and protects Customers' Accounts if their own Warehouse or Factory is destroyed by Fire.

A GREAT SAVING

of time and trouble is made by allowing one Company of Large Financial Responsibility to attend to your Customs Brokerage, Cartage, Storage, General Forwarding and Transhipping throughout Canada.

RESERVE FIREPROOF SPACE FOR YOUR SPRING & FALL GOODS

Write for full particulars and Schedule of Rates to the:

Terminal Warehouse and Cartage Co., Limited

(of Canada)

14-38 Grey Nun Street, Montreal.

OLD TOWERS, GRAND SEMINARY, MONTREAL.

The following table shows the first arrival and the last departure for ten years:

Year.	Arrival	Departure
1897	April 30	Nov. 24
1898	April 26	Nov. 28
1899	April 27	Nov. 29
1900	April 26	Dec. 3
1901	April 25	Nov. 25
1902	April 7	Dec. 4
1903	April 26	Nov. 27
1904	May 2	Nov. 27
1905	May 2	Nov. 30
1906	April 29	Dec. 2

The number and tonnage of inland vessels that arrived in port during the season of navigation in the following years were:—

Year.	Vessels	Tonnage
1902	9,358	1,875,868
1903	14,408	2,410,907
1904	10,027	2,348,496
1905	11,088	2,781,191
1906	12,557	3,095,174

The chief work of harbor improvement accomplished during the season of 1906, was the thirty-foot channel which was opened for traffic at the beginning of October. Montreal now has a thirty-foot channel at extreme low water. The completion of the Racine pier, at Longue Pointe is another work accomplished during the season, and the work of construction on the Bickerdike pier, has also been continued. Dredging has been proceeded with vigorously and a new siding for the Great Northern Railway has been laid at Maisonneuve.

The customs duties collected at the Port of Montreal represent 30 per cent. of the total Customs revenue of the Dominion. In other words, nearly one-third of the importing trade of Canada is in the hands of Montreal merchants. The increase in Customs duties collected at Montreal, which means increase in imports, has been remarkable in recent years, as the following statement will show:—

CUSTOMS DUTIES COLLECTED

Year	Amount	Year	Amount
1896-7	$ 6,765,771	1902-3	$11,803,298
1897-8	7,207,005	1903-4	12,437,928
1898-9	8,662,769	1904-5	11,591,656
1899-1900	9,136,516	1905-6	13,275,623
1900-01	9,018,648	1907 (6 mos.)	8,232,648
1901-2	10,041,762		

The revenue collected at the port in the first six months of 1907 was practically as large as in the whole fiscal year 1898-9.

MONTREAL'S FOREIGN TRADE

Years	Sea-going Vessels arrived in port	Total Tonnage	Value of Merchandise exported	Value of Merchandise imported	Customs Duties collected
			$	$	$
1906	820	1,973,223	89,616,459	89,376,259	14,139,522
1905	833	1,940,056	73,786,548	80,345,420	12,294,850
1904	796	1,853,853	57,947,045	76,056,830	11,674,305
1903	802	1,890,904	70,939,510	78,527,078	12,538,189
1902	758	1,541,272	59,775,673	70,737,832	11,111,304
1901	742	1,453,048	56,220,759	65,632,086	9,423,252
1900	726	1,393,886	62,496,431	64,071,590	8,984,885
1899	801	1,517,611	64,040,982	65,018,544	8,918,906
1898	868	1,584,072	62,729,180	61,117,703	8,188,891
1897	796	1,379,002	55,156,956	47,036,196	6,992,360
1896	709	1,216,468	49,160,364	45,900,270	6,619,400
1895	640	1,069,386	40,348,197	41,996,686	6,463,103
1894	734	1,096,909	40,401,392	42,514,582	6,087,625
1893	804	1,151,777	47,700,433	53,796,227	7,038,403
1892	735	1,036,707	45,638,275	47,670,360	6,812,083
1891	725	938,657	39,344,783	48,418,569	7,297,228
1890	746	930,332	32,027,176	45,159,124	9,201,426
1889	695	823,165	32,638,270	47,415,620	9,321,981
1888	655	782,473	24,049,638	39,856,283	8,778,341
1887	767	870,773	29,391,858	43,391,715	8,745,526
1886	703	859,699	27,925,916	42,086,266	8,362,618
1885	629	683,854	25,209,813	37,042,660	6,682,529
1884	626	649,374	27,458,775	41,859,299	6,787,721
1883	660	664,263	27,122,891	44,073,915	7,730,637
1882	648	554,692	26,503,001	50,527,497	8,395,653
1881	569	931,929	25,997,155	41,774,660	7,672,268

WESTMOUNT PARK—Westmount.

Reid Newfoundland Co.

PROPRIETORS OF THE DRY DOCK ST. JOHN'S, N.F.

PROPRIETORS & OPERATORS

—of—

ST. JOHN'S ELECTRIC STREET RAILWAY. . . . .

All the electric power supplied in St. John's is generated on this system. City lighting and power for factories, etc., supplied at moderate rates. Those requiring electric power for any purpose should consult the undersigned.

OWNERS OF EIGHT CLYDE-BUILT STEAMSHIPS.

Royal Mail Steamers Operating on the Bays and the Coasts of Newfoundland and Labrador.

One of the best equipped dry docks in America.

Steamships docked & repaired at the lowest rates.

Well equipped and thoroughly fitted with all modern appliances for temporary or permanent repairs.

Length of dock, 640 feet

Depth of water 27 feet.

Lessees and Operators of the Newfoundland Railway, 638 miles.

FOR SALE,--2,500,000 Acres of Mineral, Timber and Farming Lands. Prices according to Location and Quantity required.

The Newfoundland Express Company, Carrying on Express Business with all Express Companies of the world and money orders issued to all parts.

The railway and steamship systems give the best connection between Newfoundland, Canada and the United States, and the best freight line between Canada and Newfoundland. **S.S. BRUCE** connects at North Sydney with the Intercolonial Railway three times per week, on Tuesdays, Thursdays and Saturdays, leaving North Sydney on the arrival of the I.C.R. Express Trains on these evenings.

Newfoundland offers to the Tourist, Sportsman and Health-seeker the grandest scenery in the Western Hemisphere. A most beautiful climate in the summer months; cool, even and invigorating. Finest caribou hunting grounds in the world. Best salmon and trout streams that have yet been discovered. The Railway is equipped with Dining and Sleeping Cars, and everything to please the taste and add to the comfort of the Tourist is provided. All information in regard to Newfoundland or Labrador will be given on application to

THE REID NEWFOUNDLAND COMPANY, St. John's, N.F.

As a Textile Centre

MONTREAL occupies the premier position in the wholesale trade in Canada. There are a large number of well-established firms, each in their line carrying varied and extensive stocks, The leading establishments send experienced buyers to the markets of Europe to personally select imported goods, while their travellers cover the Dominion field thoroughly, visiting the towns and cities at the regular seasons, from the Maritime Provinces to British Columbia

The Montreal houses are in no way provincial in character, and their growth has been in keeping with the broad lines upon which they have been conducted. From its commanding position this city has become the natural distributing centre of the wholesale trade. Heading the list is wholesale dry goods, in which class there has been a marked expansion in the past few years. Most of these establishments would do credit to any city in the world, while in the matter of enterprise and up-to-date methods the conduct of the business could hardly be surpassed.

Canada's first incorporated wholesale trading company was a monopoly, established in 1627 by the despotic but tactful Cardinal Richelieu, primarily to help replenish the depleted exchequer of King Louis XIII of France. The charter of this "Company of One Hundred Associates" gave power to buy furs from the Indians and sell supplies to the scattered French settlers, at the greatest possible profit in the buying and selling. The emissaries of the company, generally accompanied by an armed guard, did most of their travelling in canoes, for the settlements were along the rivers or Great Lakes.

BONAVENTURE STATION, GRAND TRUNK RAILWAY SYSTEM.

Commercial travelling in those days was exciting business. One never knew when the swift, silent arrow of the concealed Indian, or the turbulent waters of some

DOMINION TEXTILE CO.,

LIMITED

MONTREAL, QUE.
TORONTO, ONT.
WINNIPEG, MAN

CONTROLLING

The Dominion Cotton Mills Co., Ltd.,
The Merchants Cotton Co., Ltd.,
The Montmorency Cotton Mills Co.,
AND
The Colonial Bleaching & Printing Co.

MANUFACTURERS OF

Bleached Shirtings,
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" Long Cloths,
" Drills,
" Quilts,
" Cantons,
" Towels,
" Ducks,
" Pillow Cottons,
" Pillow Slips,
" Sheets,
" Butter Cloths,
" Shade Cloths,
" Shoe Drills,

Bleached Interlinings,
" Diaper Cloths,
" Butter Caps,
" Bag Cloths,
Grey Cantons,
" Towels,
" Towellings,
" Sheetings,
" Sheets,
" Grain Bags,
" Shirtings,
" Bengals,
" Twills,
" Drills,
" Ducks,
" Cheese Cloths,
" Bag Cloths,

Rubber and other Manufacturers' Cloths, Blankets, Rugs, Carpet Warps, Trade Yarns, Hosiery Yarns, and all descriptions of Printed Goods.

HEAD OFFICE & SALES ROOMS,
112 St. James Street, MONTREAL.

BRANCH OFFICES,
1 Wellington Street West, TORONTO, Ont.
220 McDermott Avenue, WINNIPEG, Man.

MILLS AT
Montreal, Magog, St. Henri, Montmorency Falls, Halifax, Moncton, Windsor, N. S., and Kingston, Ont.

unknown cataract, would cut short a promising business trip.

But if these eventualities were escaped, if the winter's catch of furs was good, and if the treacherous Indians were content to accept the trashy beads, knives, ammunition or firearms offered in exchange for their goods, the traders returned to Montreal in the spring or fall with their craft laden to the full capacity with costly furs. On these King Louis demanded heavy toll or customs. We are told that these export duties finally became intolerable to the company, and they made representations to the King, without avail. He needed the revenue. Finally, their charter was cancelled, on the ground that they had failed to carry out the obligations of their original contract.

RESIDENCE OF LT.-COL. GEORGE WASHINGTON STEPHENS, DORCHESTER STREET

But the Company of One Hundred Associates blazed the trail for a wholesale trade that in enterprise and progressiveness takes second place to the wholesale trade of no other country in the world. Three centuries, with their wars and conquests, their inventions, progress of civilization, colonization and refinement, have wrought a great change in the conditions under which the wholesale trade is conducted. In the place of the great monopoly came hundreds of individual or company wholesalers, some of them carrying on almost as extensive a trade as the old Company of One Hundred Associates. They transport their goods from coast to coast and beyond the great seas, even as did Monsieur Bigot's monopoly. But they calculate on days, not months, transit; they demand gold, or its equivalent, not furs, in exchange, and they complain more frequently of the import duties rather than the export duties imposed by the King.

The wonderful progress that has been made by the city of Montreal during the last ten years has in no line of production and trade been more marked and gratifying than in that of the manufacture and handling of textile goods in all the various departments and ramifications of that important business. It is true that even in 1780 Montreal had become an important place, and the dry goods interest was one of the most prominent of its branches of trade then as now, but it was simply the providing of fabrics and garments to meet the needs of a sparse population, and had little suggestion of the vast importance and great proportions that have now been reached by the various lines of textile manufacture, by the trade in dry goods, in clothing, in carpets and fabrics, in bags, as well as in the finer commodities of silks and satins, of laces, embroideries, and fancy goods.

The wholesale dry goods interest is especially noteworthy as being represented by some of the most substantial and extensive business houses of the city, a very large amount of capital being invested here in this trade by houses, the operations of which extend to every part of the Dominion from coast to coast and whose transactions in the aggregate, constitute a leading factor in the commerce of the city. Several of the largest mills are in the immediate proximity of Montreal, while others, operated at more distant points, are owned here, and nearly all maintain selling agencies

Employees, 3,000. Spindles, 200,000. Looms, 5,000

CAPITAL, $3,000.00000.

MONTREAL COTTON COMPANY

WORKS AT VALLEYFIELD, QUE.

S. H. EWING = = = President.
H. MARKLAND MOLSON, Vice=President.

DIRECTORS

Hon. L. J. Forget, F. Orr Lewis, Jacques Grenier, Lieut.-Col. F. C. Henshaw,
C. B. Gordon, A. Hamilton Gault, W. C. Finley.

Mill Manager,
Louis Simpson.

Sec.-Treasurer,
John Lowe, Jun.

Selling Department in charge of
A. W. Cochrane and C. H. Blackader.

MONTREAL TORONTO WINNIPEG

SPINNING, WEAVING, BLEACHING, DYEING and FINISHING

all classes of Cotton Fabrics, the most prominent lines being

SATEENS in large variety; Black and Colors, Newest Finishes; Blouse, Silk, Skirting, Shirting.

DRESS LININGS, Moire Percalines, Spun Glass, Ladies' Silesias, Surah Twills, Foulards, Cambrics.

DRESS CASHMERES, Black and Colors, double fold.

DRESS DUCKS AND COSTUME CLOTHS, Cashmere and Linen Finishes.

LAWNS, 32in. and 40in. Special Sheer, Linen, Grass, Apron Finishes.

UNDERWEAR CLOTHS, 35in. and 36in., in great variety and finish. Nainsook, Madapolam, Mull, Fine Shirting.

FANCY MUSLINS in large assortment both as to styles and prices.

ITALIAN CLOTHS, 32in. and 54in. Bright and permanent Extra Finishes. Popular prices.

BEATRICES AND TWILLS, 32in. and 54in.

MEN'S SILESIAS, Black and Colors. Fine and special strong constructions.

POCKETINGS in large variety.

COTTON CANVASSES, Black and Colors.

CLOTHS FOR MANUFACTURING PURPOSES: Corset Cloths, Umbrella Cloths, Trunk Cloths, Shoe Duck and Drills.

UPHOLSTERY DEPARTMENT: Cotton Damasks, Fancy Damask and Repp Curtains, Table Covers, &c.

or are represented here by commission merchants, so that practically the entire produce in fabrics of the Dominion finds its principal market in Montreal. Many of the leading British, American and foreign houses are directly represented in the city, and there is no branch of trade in which the precedence as a leading centre of production is more prominent than that of the manufacture of fur garments, this being a branch of business that is aided by a local demand and superior advantages for the procurement of the raw materials. Canada has from its earliest days been famous as a centre of original production in furs, and the manufacture of fur garments is a line of business that has been brought to the highest perfection here, although the trade is no longer confined to the manufacture of the Canadian product into garments, but also includes an extensive business in importing as well as in exporting in order to supply a demand for the best grades. The winter climate of Canada makes the use of garments of fur more general here than in any other part of America, and the trade of the houses engaged in this line in Montreal extends to all parts of the Dominion. Large monthly shipments of cotton goods are made from Montreal via the C. P. R. to Australia, Japan and China, and a large trade in similar products is being opened up with New Zealand and South Africa. and also includes an extensive and steadily growing export business

PLACE VIGER STATION, CANADIAN PACIFIC RAILWAY.

WOOLLENS.

Another very important branch of trade that is centered in this city is that of the importing and handling of all kinds of woollen fabrics, including not only goods used by merchant-tailors and clothing manufacturers, in the manufacture of men's garments, but also the various grades used for the manufacture of mantles, etc. The woollen goods trade of the Dominion is, to a large extent in the hands of old established houses, long familiar with Canadian requirements, who keep in close touch with market conditions and maintain the most favorable and direct relations with the best sources of supply, so that their stocks represent the finest productions of the most prominent British and European looms, and they are prepared to supply every need and requirement of the tailoring trade. The handling of tailors' trimmings is a related industry of large importance, and the extensive stocks that are carried by Montreal houses find a ready market, the greater part of the trade of the entire Dominion in this line being centered here.

One of the larger manufacturing interests of the city is the clothing industry in which are engaged a number of prominent firms, whose extensive operations give employment to a very large number of workers. In this industry the volume of business has continued to increase year by year as the consequence of a high standard of production established by the manufacturers of this city, and the superior qualities of clothing in all of the various grades which is turned out by the local manufacturers.

In these lines Montreal enjoys every advantage of local situation and transportation facilities, giving to the city superior advantages as a centre of manufacture and trade in all lines of textile activity, and in this connection the advantages of the city as a seaboard have centered here extensive operation in the importing of the productions of the most famous looms of the British Isles and continental Europe, while in the

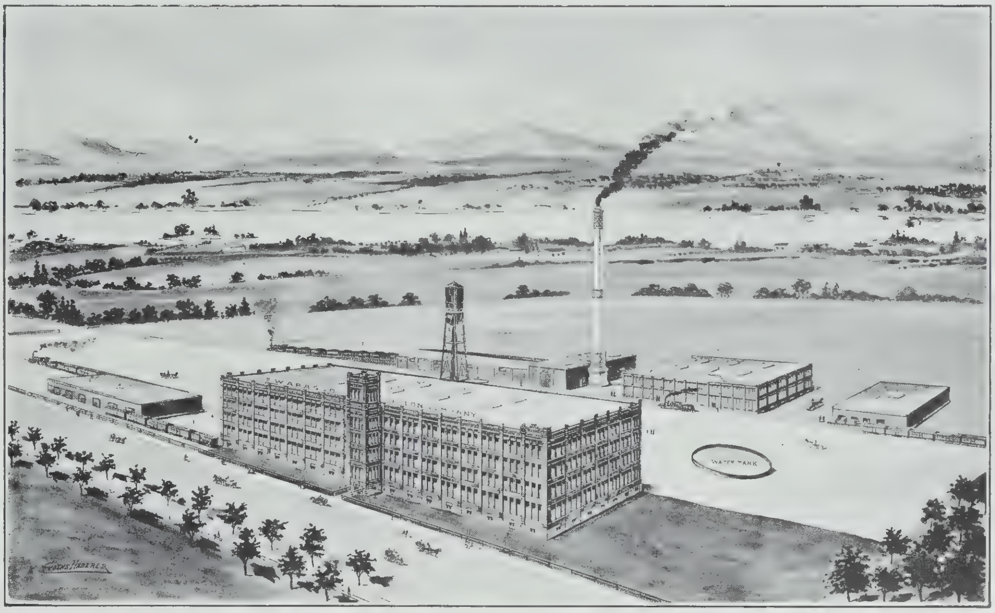
The Wabasso Cotton Company, Limited,

THREE RIVERS, - - - - QUEBEC.

THIS COMPANY is now being formed for the purpose of manufacturing

White Cottons

and will be producing cloth in the early part of 1908.



VIEW OF FACTORY, THREE RIVERS, QUE. T. Pringle & Son, Limited, of Montreal, Architects.

Montreal Office, - - - - - - - - MARK FISHER BUILDING

The

Dominion Oil Cloth Co., Limited

MANUFACTURERS OF

LINOLEUM, FLOOR and TABLE OIL CLOTHS

Enamelled and Carriage Oil Cloths
Stair Oil Cloths, Mats or Rugs.

Insist on getting Canadian Made Goods.
Handled by all the leading Dry Goods Houses in the Dominion.

WE ALSO MANUFACTURE

DECORATIVE BURLAPS, Oil-coated and Double-sized. All Standard Colors

in widths of 30-36-45-54-72 and 90 inches.

The modern Wall Covering—economical, pretty, serviceable; used extensively in Private Dwellings, Churches, Halls, Public Buildings, and Hotels. Keeps out dust—dampness—draughts, absolutely sanitary.

Write for pamphlet giving prices etc.

Office and Works - - - MONTREAL

domestic lines of production the city is itself the centre of operations and ownership of the principal mills of the Dominion, so that Montreal has become beyond question the foremost dry goods market of Canada.

Numerous other textile lines might be enumerated, in which the operations are very large both in manufacture and distribution, among the more important being the manufacture of furnishing goods, shirts and various articles for men's wear, as well as large operations in the production of articles for women's and children's wear, cloaks and suits, knit goods of various kinds, corsets, neckwear and in fact everything in the line of manufactured articles of wearing apparel.

The trade in small wares, including both imported and domestic goods, is very largely centered in Montreal for the entire Dominion and the silk industry, the trade in threads and all of the various articles of fancy dry goods have representative establishments in Montreal, which add to the general importance of the city as a centre of trade and traffic in textile goods, bearing a metropolitan relation to the entire Dominion.

GREENSHIELDS, LIMITED, BUILDING

Hutchinson & Woods, Architects

LADIES' AND CHILDREN'S WEAR.

A noteworthy feature of the dry goods trade has been the splendid progress made by all classes of garment manufacturers. In women's and children's ready-to-wear clothing such a degree of excellence has been attained that the custom tailor has practically been displaced. In general finish and workmanship the garments and cloaks now being turned out will bear favorable comparison with the product of any country. The development in this line alone during the past few years has been little short of phenomenal. Another branch of this trade is the manufacture of whitewear, which has also assumed large proportions. There are many factories engaged in the manufacture of whitewear and blouses, and the output finds a ready market in the Dominion. Haberdashery and small wares of all kinds are now being made here with excellent results.

An industry that is expanding by leaps and bounds is that of the manufacture of men's ready-to-wear and semi-ready clothing.

With the improvement in the style and workmanship the old prejudice against the "ready-made" has been eradicated, and the demand has been such that in Montreal it has led to the extension of existing factories and the establishment of several new ones. The garment trade has been reduced to a science. The different types of men have been studied, with the result that ready-made clothing is now being turned out to meet the requirements of the abnormal as well as the normal figure.

In knitted underwear of all kinds, too, the Canadian workman has little to fear. In workmanship, style and finish, no better goods are made anywhere.

Great improvement is also noticeable in Canadian hosiery. Even in full-fashioned cashmere goods the product is of a high order.

The study of the fur business is a study of the natural history of every country in the world. There are not less than one thousand species of fur-bearing

Greenshields, Limited

VICTORIA SQUARE

MONTREAL

WHOLESALE

DRY GOODS

Greenshields Western, Limited
WINNIPEG, MAN.

Greenshields & Co., Limited
VANCOUVER, B.C.

animals in various parts of the world that contribute yearly to the supply of raw material for this important industry. Canadian furriers have been particularly active during the past three years in securing for themselves a considerable share of the raw fur trade of their own country. Not so very long ago it was necessary to send to London for a cape, a mantle or other garment, the fur for which was caught by Canadian trappers and made up in English factories. Even now some of the most expensive raw furs, such as otter, are sent to England for preparation, and returned to Canada for manufacture into garments. Eighty per cent. of the materials used in the manufacture of fur garments in this city are imported goods.

THE GAULT BROTHERS Co LTD.
THE GAULT BROTHERS Co LTD.

THE GAULT BROTHERS CO. LTD., BUILDING

As Canada becomes more populous and prosperous the demand for furs increases rapidly. The adaptability of the fashions to the fur manufacturing business also counts for much in the progress of the trade.

MUNICIPAL MONTREAL.

The Revenue of the City of Montreal now reaches the considerable sum of $4,500,000, that being the estimated amount for the current year. The funded debt of the city is $31,000,000, and the annual interest charge thereon $1,300,000. The school tax, $550,000, is paid over to the School Commissioners, and the other considerable fixed charges on the revenue are: Maintenance of Orphans, Insane Persons and Prisoners, $90,000; Contribution to Notre-Dame and Alexandra Hospitals, $31,000; Street Lighting, $125,000. In all, the fixed charges on the city's income aggregate about $2,500,000. That is considerably more than one-half the annual revenue, and it is a constant dilemma with the City Council to meet the requirements of the civic services out of the available income of about $2,000,000 without recourse to new taxation. As a matter of fact Montreal, municipaly, is the most lightly taxed city on the

The

GAULT BROTHERS CO.

Limited

WHOLESALE

DRY GOODS

DEPARTMENTS

Cottons
Dress Goods
Linens
Silks

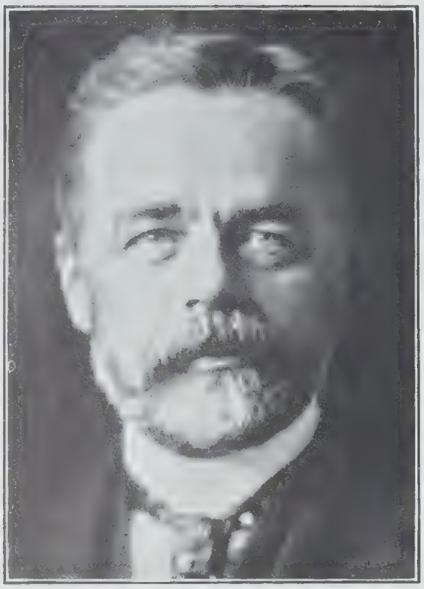
Carpets
Linoleums
Oil Cloths
Curtains

Woollens
Tailors' Trimmings
Clothing
Gent's Furnishings

Smallwares
Ribbons
Laces
Whiteware

13-21 ST. HELEN STREET

MONTREAL



MR. E. B GREENSHIELDS,
President of Greenshields, Limited.

continent. The Police department absorbs $375,000, the Fire department $350,000 and the Water department $220,000. The cost of the Road department varies according to the amount of revenue available after other services are provided for, but the appropriation for roads, it must be admitted, has for several years past fallen short of the necessities of that department. The exemptions of property from taxation in 1906, amounting to $46,443,215, are thus made up:—

MR. W. H. WYMAN,
Managing Director, Sec.-Treasurer Corticelli Silk Co., Limited.

Churches—Catholic $3,652,150, Protestant $2,721,550

Schools and Benevolent Institutions—Catholic, $12,269,300; Protestant, $5,731,000.

Parsonages—Catholic, $560,500; Protestant, $333,550.

Corporation—$12,867,265.

Government—$6,107,650

Exempt by By-Law or Agreement, $2,200,250.

The civic revenue is derived chiefly from the following sources of taxation:—

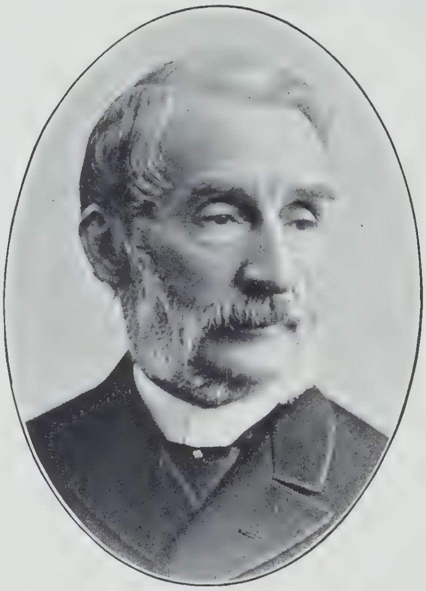
Assessment of 1 per cent. on real estate.

Business tax at 7½ per cent; on rental of premises.

Banks—Capital of $1,000,000, or under, $400.

" Capital exceeding $1,000,000, but not exceeding $2,000,000, $500.

" Capital above $2,000,000, $600.



MR. JONATHAN HODGSON,
President of Hodgson, Sumner & Co., Limited.

Fire insurance companies—1 per cent. on total amount of premiums.

Electric telegraph, telephone or electric light companies—one tenth of one per cent. on paid-up capital.

Life, accident and guarantee insurance companies—each $200.

Marine insurance companies—each $100.

Street Railway company—4 per cent. of its gross earnings up to $1,000, 000; 6 per cent. of its gross

MR. EDWARD FISHER, J.P.
President, Huddersfield, Eng. Chamber of Commerce. Founder and present head of Mark Fisher, Sons & Co. Montreal and New York; Fisher & Co. Huddersfield and London, England.

McINTYRE, SON & CO., LIMITED

WHOLESALE IMPORTERS OF

DRY GOODS

13 Victoria Square, - - - MONTREAL

TORONTO, ONT.
25 Colborne St.

OTTAWA, ONT.
Carleton Chambers

WINNIPEG, MAN.
32 Hammond Block

VANCOUVER, B.C.
311 Hastings St., W.

HALIFAX, N.S.
193 Hollis Street

PETERBORO, ONT.
161 Hunter Street

PARIS, FRANCE
110 Rue Reaumur.

DRESS GOODS, LINENS, SILKS, SMALLWARES, RIBBONS, COTTONS, LACES, HOSIERY, KNITTED GOODS.

GLOVES

SPECIAL BRANDS

TRÉFOUSSE **ROUILLON** **CROWN GLOVE CO.**

ings from $1,000,000 to $1,500,000; 8 per cent. of its gross earnings from $1,500,000 to $2,000,000; 10 per cent. of its gross earnings from $2,000,000, to $2,500,000; 12 per cent. of its gross earnings from $2,500,000 to $3,000,000; 15 per cent. of its gross earnings above $3,000,000.

WATER RATES.—Dwelling houses, 7½ per cent. on the assessed rental; stores, shops, offices, etc., $4 on the 1st $50 of assessed rental, and $1 on each additional $25 or part thereof; churches at shop rates on rental based at 4 per cent. on their assessed value; hotels, taverns, and restaurants, $12 on 1st $100 of assessed rental and $5 on each additional $50 or part thereof, provided that when the rent is $1000 and over and at least twenty furnished rooms exist, water shall be charged by meter at $1.15 per 1000 cubic feet; horses, $2 each; cow $1 each; horse stalls, livery stable keepers, horse dealers, tavern keepers, etc., shall pay $1.50 for each stall, whether occupied or unoccupied; public baths, or baths for the use of which a charge is made, $6 each tub; baths in dwelling houses or tenements assessed on a yearly rental of $1.50 or over, each $1 per annum; water closets in business premises, suites or offices, studies, etc., pan with cistern, $4, where water runs continuously $15 each; urinals in stores, offices, etc., $1; hotels, taverns, etc., $3, continuous running, $15 each; steam engines, $6 per horse-power or $1.15 per 1000 cubic feet by meter; building materials, 6 cts. per 1000 bricks, 3 cts. per toise of masonry and $3 per 1000 yards plastering; fountains, $2 for every 1000 cubic feet, supplied by meter; hand hose, of not more than ¼ of an inch orifice, $2 per annum; meter rates, distilleries, breweries, railways, laundries, hotels, colleges, seminaries, boarding schools, nunneries, hospitals, asylums, etc., dye houses, photographic studios, and all manufacturing establishments generally, $1,15 per 1000 cubic feet.

THE HODGSON, SUMNER & CO. LTD BUILDING.

MONTREAL IN MINIATURE.

Population		434,000
Taxable property		$200,600,344
Exempt property		$54,048,795
Streets	miles	220
Paved streets	miles	35
Brick sewers	miles	214
Territory of City	acres	7,714
City's debt		$31,669,000
Public parks		35
Area of public parks	acres	615
Ocean vessels arrived		820
Total tonnage		1,973,223
Inland vessels arrived		12,557
Total tonnage		3,095,174
Custom receipts		$14,143,616
Pupils attending Protestant public schools		10,991
Pupils attending Catholic public schools		21,515
Value of Protestant public school property		$1,325,871
Value of Catholic public school property		$1,100,958
Percentage paid by Montreal St. Ry. Co.		$177,586
Mileage of Montreal Street Ry		85
Passengers carried		76,356,000
Passengers carried with transfers		24,516,000
Number of arc lights		1,522
Number of gas lamps		340

HODGSON
SUMNER
& CO. Limited

Importers of

Dry Goods, Small Wares

and Fancy Goods

WHOLESALE

◆

345, 347, 349 and 351
ST. PAUL STREET
Montreal. Established 1857

Educational Institutions

McGILL UNIVERSITY, the chief seat of education, has a world-wide reputation, being in some of its faculties, such as Medicine and Applied Science, among the famous Universities of the continent. Its founder, James McGill, was born in Glasgow, Scotland, in 1744, and coming to Canada at an early age he engaged for a time in the fur trade, subsequently establishing himself in business in Montreal, where he amassed a large fortune. Dying in 1813, he bequeathed his property for the foundation of a College to be called by his name under the management of the "Royal Institution for the Advancement of Learning." It was not until 1821, however, that the Institution was granted University powers by Royal Charter. Under this constitution the college began its career. The opening ceremony was held in Burnside House, the former residence of the founder. The Faculty of Arts at its inception consisted of the Principal and two professors, and on the day of its inauguration an important addition was made to the University by the union with it, as its Faculty of Medicine, of the Montreal Medical Institute. For a long period of years, the University struggled against financial difficulties, receiving no aid from the provincial government, and scant support from elsewhere, until in 1852, the active co-operation was secured of a number of leading citizens to place the University on a sound financial basis, and in the ensuing years, through the generosity and public spirit of a few wealthy gentlemen, the institution was lifted out of its difficulties. Among its benefactors in those days were the Molsons, the Frothinghams, the Workmans and the Redpaths, while in more recent times Lord Strathcona and Sir William Macdonald have endowed the University with princely generosity. Forty years ago, the College consisted of a main building, three storeys high, with two wings, and having Faculties of Arts, Medicine, and Law. Then was added the Peter Redpath Museum, erected by the benefactor whose name it bears, at a cost of $120,000 and with the establishment of a Faculty of Applied Science came the gifts of Thomas Workman and Sir William Macdonald in the form of magnificent homes for the Faculty in the Applied Science and Engineering buildings. A new Medical College followed, and so there grew up about the spacious grounds a group of imposing structures testifying to the liberality of the donors and the increasing importance and usefulness of the University. Its students now number more than 1,200, who have a magnificent home in the University Club completed in 1906 for their occupation, by Sir William Macdonald. In 1896 Lord Strathcona, Chancellor of the University, endowed the Royal Victoria College for the education of women with a gift of one million dollars and erected an imposing structure on Sherbrooke Street, just east of the University grounds, at an additional cost of $300,000 for occupation by the college. The Statue of Queen Victoria standing in front of the College was modelled by Princess Louise, Marchioness of Lorne, one of the late Queen's daughters. Affiliated with McGill, are Morrin College, Quebec, St. Francis College, Richmond, and the Diocesan, Presbyterian, Wesleyan, and Congregational Theological Colleges, the buildings of the latter four skirting the University grounds, and the whole forming one of the most imposing artchitectural groups in Canada. The Principal of the University is Dr. William Peterson.

THE NEW HOME OF MARK FISHER, SONS & CO.
Alphonse Piche, Architect.

Mark Fisher, Sons & Co.

Wholesale Woollens
and
Tailors' Trimmings

Every requisite for Merchant Tailoring Trade, also Costume Cloths and Fine Beavers for Ladies' Wear.

Victoria Square, Montreal. 84 Bay St., Toronto

HALIFAX, N.S. OTTAWA, ONT. HAMILTON, ONT. VANCOUVER, B.C.
ST. JOHN, N.B. LONDON, ONT. WINNIPEG, MAN.
NEW YORK, N.Y. CHICAGO, Ill. DENVER, Col.

FISHER & CO.

BRITISH and FOREIGN WAREHOUSES and AGENCIES

Huddersfield.
London.
Paris.
Berlin.
Lyons.
Marseilles.
Madrid.
Milan.
Naples.
Turin.
Catania.
Vienna.
St. Petersburg.
Moscow.
Odessa.
Constantinople.
Athens.
Malta.
Alexandria.
Beyrout.
Smyrna.
Bucharest.
Mexico.
Sydney.
Melbourne.
Auckland.
Johannesburg.
Port Elizabeth.
Cape Town.
Cairo.

In the early part of 1907, McGill University was visited by two disastrous fires, one calamity following on the heels of the other, by which the Engineering building and the Medical building were destroyed. Dismayed but not disheartened, the authorities speedily took measures to restore the homes of the Faculties. The Engineering building will be rebuilt, and a new Medical college is to be erected on Pine Avenue, adjacent to the Royal Victoria Hospital.

MACDONALD COLLEGE (incorporated with McGill University) was founded, erected, equipped and endowed by Sir William C. Macdonald for the following, among other purposes:—

1. For the advancement of education; for the carrying on of research work and investigation and the dissemination of knowledge; with all particular regard to the interests and needs of the population in rural districts.

2. To provide suitable and effective training for teachers, and especially for those whose work will directly affect the education in schools in rural districts.

The College occupies a beautiful site, overlooking the Ottawa River at Ste. Anne de Bellevue, twenty miles west of Montreal. The main lines of the Grand Trunk and the Canadian Pacific railways pass through the property, and the stations of both railways are within its boundaries. The college property comprises 561 acres, and has been arranged into three main areas, viz., (1) The Campus, with plots for illustration and research in grains, grasses and flowers, containing 74 acres; (2) The Small Cultures Farm of 100 acres, for horticulture and poultry keeping; and (3) The Live Stock and Grain Farm extending to 387 acres. The college will be opened 17th September, 1907.

LAVAL UNIVERSITY.—What the McGill University is to the English and Protestants of the province, the University of Laval is to the French and Roman Catholics. The chief seat of this institution is at Quebec city, and it is under the auspices and management of the Seminary of Quebec, who provided the funds for its erection. The branch at Montreal is not a separate college, but an integral part of the University, the professors of both ranking indifferently according to seniority. The Vice-rector of the University resides at Montreal, and there is a resident Dean of each Faculty. The Faculties are those of Arts, Law and Medicine. Laval University building is situated on St. Denis Street, near St. Catherine, and is large in extent, but so crowded for space as to lack impressiveness and the campus, so intimately associated with University life. There is a very cordial feeling between the students of McGill and Laval Universities, who frequently fraternize and participate in joint demonstrations.

THE SEMINARY OF ST. SULPICE, or Montreal College, as it is popularly known, was founded about the

THE FINLEY, SMITH & CO. BUILDING

FINLEY, SMITH & CO.

Wholesale

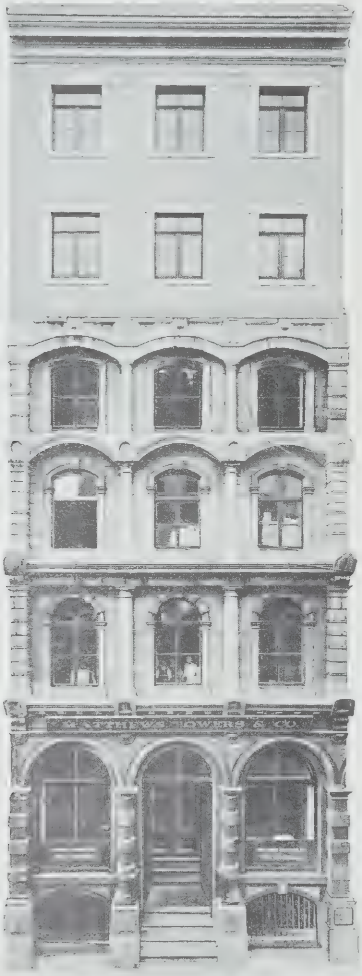
Woollens

and Tailors'

Trimmings

CORNER ST. HELEN AND RECOLLET STREETS,

MONTREAL.

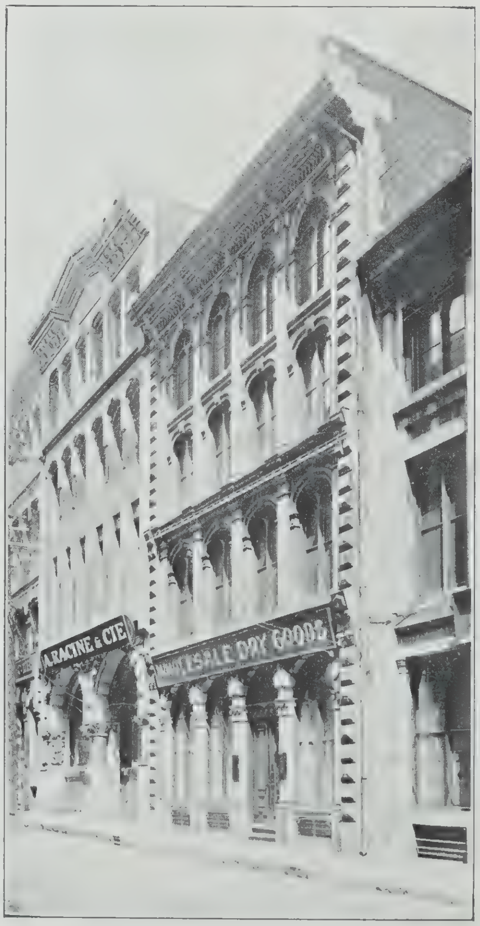


THE MATTHEWS, TOWERS & CO BUILDING

year 1657 by the Abbe Quelus, who arrived from France, commissioned by the Seminary of St. Sulpice at Paris to superintend the settlement and cultivation of their land on the Island of Montreal, and to erect a seminary upon the plan of the parent house. A portion of the building erected for the purpose still stands on Notre Dame Street, just west of the Parish Church, seemingly as strong and time-defying as the day it was built two and a half centuries ago. The seminary of to-day, however, stands in the centre of a large tract of land bounded by Sherbrooke and Guy Streets, the building being one of the largest in the city, though plain in appearance. The two round towers at the main entrance have stood there more than a century and a half, and are all that remain of the old Fort de la Montagne. The objects of the Order of Sulpicians, the "Gentlemen of the Seminary," as they are called in Montreal, are, first, to carry on a theological training college for priests, and, secondly, to teach the secular youth. The larger portion of the Roman Catholic clergy in the province have been trained by them, and the building in Notre Dame Street is the home of all the members of their order when they visit Montreal. The business of the seminary is carried on in the offices of this building, for the Gentlemen of the Seminary, being the successors of the original grantees of the Island, have much secular business to transact with the citizens.

The College or Seminary consists of a main building 530 feet long, flanked by two transverse wings, one of which is 252 feet long, and crossed in the centre by the Chapel. The number of pupils and the staff of professors is very large, the theological classes having naturally the largest attendance, as many of the priests of the province are here educated. Large numbers of students from the United Sates also enter the college.

St. Mary's College.—This institution is carried on by the Jesuit fathers. It adjoins the church of the Gesu, and occupies a very conspicuous site on Bleury Street. It was founded in the year 1848, and removed to the present building in 1855. The building is 225 feet long by 50 feet. The pupils number some 500, many of whom are from the United States. The course of study is divided into two distinct departments, classical and commercial. The college possesses a museum, containing a good collection of mineral specimens, mostly Canadian. It possesses also a good collection of apparatus for scientific research, and a well-finished laboratory for applied science. The sciences of physiology, botany and zoology are illustrated by an extensive collection of models. There are three libraries connected with the college, and a good collection of coins and medals. The academic hall is under the church. It is built in the style of an amphitheatre, and holds 1200 people.



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The Elementary Roman Catholic Schools are under the direction of the Roman Catholic Board of School Commissioners. There are many convents in the city conducted by the nuns, and to which are drawn large numbers of pupils from all over the continent. The largest of these is Ville-Marie Convent, founded by the celebrated Marguerite Bourgeois, who commenced the undertaking in 1659 with some ladies who had accompanied her from France. The convent building stood for many years on the western mountain in Notre-Dame de Grace, but was about fourteen years ago totally destroyed by fire. The Sisters of the Congregation have about completed (1907) their new building on Sherbrooke Street, opposite the grounds of the Seminary of St. Sulpice. It is the largest convent on the continent.

THE ELEMENTARY SCHOOLS of Montreal, non-Roman Catholic, are under the control of the Protestant Board of School Commissioners, a body appointed in part by the Provincial Government and in part by the City Council. This Board had under its control in the scholastic year 1906-07 eighteen schools and one subsidized school, with an actual attendance of 10,991 pupils; as compared with 10,449 pupils in the preceding year, and 7,268 pupils in 1897. When analysed, the enrolment for 1906-7 gives these results: Protestants, resident within the school municipality, 7,424, being an increase of 152; Jewish, resident within the school municipality, 3,302, an increase of 421; Roman Catholics, 71, a decrease of 55; non-residents 194, an increase of 24. In Sept. 1904, the Baron de Hirsch Day School came under the control of the Board, for a term of three years. This School has been subsidized by the Board for several years and is attended by Jewish pupils exclusively, many of whom on entering the School cannot speak the English language.

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In the Public schools, excluding for purposes of comparison the Baron de Hirsch, Berri Street and Boulevard Schools, we have an increase of 1,655 pupils in nine years, or an average increase of 184 pupils a year; and for the last five years an increase of 1,323, or an average yearly increase of 264. In 1905–6 the average enrolment was 8,559 which number is greater than that of 1904–5, exclusive of the Berri Street and Boulevard Schools, by 502, and in Oct. 1906, the total enrolment in the Public Schools was 9,254, which number is greater than that of 1905, by 349. From this it is evident that there has been a steady increase in attendance in the schools which have been established under the control of the Board, and that the taking over of the Baron de Hirsch, Berri Street and Boulevard Schools has increased the school attendance by upwards of 800 pupils.

The Protestant Board of School Commissioners erected in 1906 a Commercial Technical High School building on Sherbrooke St. near St Urbain St., a handsome structure, and the school year opened with an attendance of 319 pupils. This building contains on the ground floor in addition to five ordinary class rooms, the Principal's office and waiting room, the library, gymnasium, and typewriting-room. On the first floor are eight class-rooms, the teachers' waiting-rooms, and an assembly hall provided with 647 seats. On the second floor are two ordinary class-rooms, the cookery room, a room specially fitted for drawing, a laboratory for instruction and practice in chemistry and physics, and a room to be used for domestic science. The basement contains the wood-working room, fitted with lathes and band saw driven by an electric motor, and furnished with working benches. A second manual training-room for metal working will be in use next year. In the basement are also two large playrooms, each with a lunch-room adjoining. The school has been established by the Protestant Board of School Commissioners with the view of giving pupils who have completed the Public School Course an opportunity to continue such studies as will secure them a good business preparation, or fit them to engage in any of the various occupations in which a previous training in manual work is desirable.

The Revenue of the Commissioners, out of which the elementary schools are maintained, is derived principally from the municipal tax of 4 mills on the dollar for school purposes this tax falling, of course, only upon Protestant property-holders for the Protestant schools. The income of the Board in 1906–5 was $322,720, made up as follows: School tax $274,366. Government grant $6,114, and school fees $40,051. Of the school fees no less than $35,823 was derived from the High Schools, so that the cost to parents of the education of their children in the primary schools was merely nominal. The school sites, buildings and furniture of the Protestant Board Schools are valued at $1,420,000.

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Churches, Parks and Squares

Of Montreal

MARK TWAIN'S remark of Montreal that never before had he been in a city where one could throw a brick-bat without demolishing a church window, is simply a humorous exaggeration of fact. The city abounds in churches, some of historical interest and importance, and nearly all imposing examples of architecture. The first chapel upon the Island was the temporary structure erected by Maisonneuve and his companions in 1642, and the first stone church was begun in 1673.

NOTRE DAME PARISH CHURCH.—This magnificent edifice on Notre Dame Street, fronting on Place d'Armes Square, was commenced in 1824, and opened for public worship on July 15th, 1829. The building, which is of Gothic architecture, has perhaps no superior on the continent. Its length is 225 feet, 6 inches, and breadth 134 feet, 6 inches. On St. Sulpice Street, the height of the eaves is 61 feet. The front is surmounted by two towers, each 220 feet high, the space between them being 73 feet, and the rise from the building proper, 120 feet. The church, with its double tier of galleries, will accommodate 10,000 persons. The great window behind the altar is 64 feet high by 32 feet wide. The portal is formed by an arcade of three arches, 19 by 49 feet, over which are three niches occupied by statues. In the west tower is the largest bell in America, and one of the largest in the world, weighing 29,400 lbs., and access to the top of this tower is afforded the public by means of elevators to the big bell, and stairs thereafter to the pinnacle, whence a magnificent view of the city and surrounding country can be obtained. The interior decoration of the church is rich and ornate, the High Altar being especially fine. Its architect was James O'Donnell, who was at his death buried in the crypt. In the immediate rear of the church, with access thereto from the main building, was erected a few years ago a very beautiful chapel, finished in native woods, and which is perhaps the most attractive church

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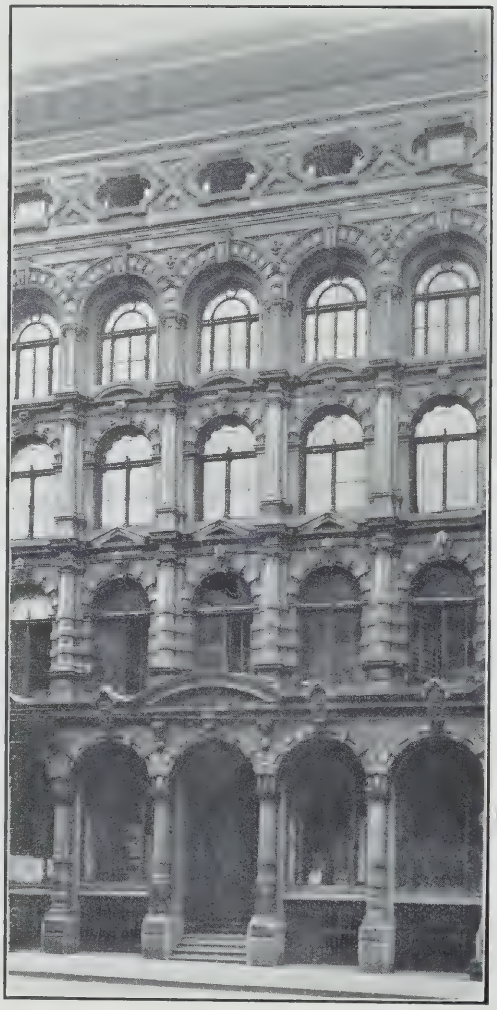

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in the city in conception and execution of interior finish. It was of the view from the tower of Notre-Dame that Mr. W. D. Howells wrote: "So far as the eye reaches it dwells only upon what is magnificent. All the features of that landscape are grand. Below you spreads the city, which has less that is merely mean in it than any other city of our continent, and which is everywhere ennobled by stately civic edifices, adorned with tasteful churches, and skirted by full-foliaged avenues of mansions and villas. Behind it rises the beautiful mountain, green with woods and gardens to its crest, and flanked on the east by an endless fertile plain, and on the west by another expanse, through which the Ottawa rushes turbid and dark to its confluence with the St. Lawrence, then those two mighty streams commingled flow past the city, lighting up the vast campaign country to the south, while upon the utmost southern verge, as on the northern, rise the cloudy summits of far-off mountains."

THE NOTRE DAME DE BONSECOURS CHURCH

The Seminary adjoins the church, and here since 1710 have been kept all the registers baptismal and others of the city. Here also is found a vast wealth of historic treasure. The building, including the old stone wall on the Notre-Dame Street side, has seen practically no change since erected, nearly two hundred years ago. The fleur-de-lys, the quaint old-time clock, with its little bells which tinkle off the quarters and hours, are all relics of old French occupation. The following interesting tablets contain a great deal of important history in brief space:

"The Seminary of St. Sulpice, founded at Paris by Monsieur Jacques Olier, 1641; established at Ville-Marie 1657; Monsieur Gabriel de Queylus, Superior; Seigneurs of the Island of Montreal, 1663."

"Francois Dollier de Casson, first historian of Montreal, captain under Marshal de Turenne, then priest of St. Sulpice during thirty-five years. He died in 1701, curé of the parish."

NOTRE DAME DE BONSECOURS. — This church, standing on St. Paul Street, just east of Bonsecours market, was the first church built of stone on the Island of Montreal. The foundations were laid in 1658 by Marguerite Bourgeois, who intended to establish a nunnery here, but meeting with obstacles she visited France, whence she returned the following year, and established the nunnery on Notre Dame Street. Visiting France again in 1671, she saw Baron de Faucamp, a priest and one of the original proprietors of the Island, who had in his possession a small image of the Virgin, said to be endowed with miraculous virtue, and which had been preserved and honored for at least a century. It was his desire that this image should be removed to Montreal, and a church built for its reception. This Sœur de Bourgeois undertook to perform, and on her return the inhabitants of Montreal entered with great zeal into the design. On June 29th, 1673, the foundation stone of the edifice was laid; on August 15th, 1675, mass was said for the first time. Destroyed by fire in 1754, the church was rebuilt in 1773. It is a quaint old edifice, of a style scarcely met with out of Normandy.

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The internal decorations were formerly in the old parish church of Notre Dame. A very imposing statue surmounts the rear of the church, overlooking the harbour, the commerce of which it seems to bless with outstretched arms.

CHURCH OF THE GESU.—In 1851, the Jesuits having been invited by the then Bishop to again settle in Montreal, erected the spacious college now standing on Bleury Street, and in 1863 the church adjoining was begun, being completed in December, 1865. It is 194 feet long, 96 feet wide, but at the transept the transversal nave is 144 feet long. The height of the naves is 75 feet. The style of architecture is the Round Roman arch. It is beautifully frescoed within, the decoration having been done by an artist from Rome.

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NOTRE DAME DE NAZARETH.—This church is in St. Catherine Street, near St. George. It is placed between the Asylum for Blind Children and the Orphan Asylum. These institutions are built of brick, but the facade of the church is of limestone, and its style is Norman. The interior consists of a nave with a flat ceiling, on each side of which is a row of columns supporting the gallery, or rather an arcade. These arcades have smaller columns in front, and were probably suggested by the closed galleries for women, which were common in early Christian churches, and of which one specimen still remains at St. Agnese in Rome. The paintings commemorate incidents in the early life of our Lord, his birth, his flight into Egypt, his poverty and labour at Nazareth. Over the altar He is painted as the Good Shepherd, and around Him are the four Evangelists. The architecture of the interior is light and graceful, the colours are harmonious, and the effect is very pleasing.

THE WESTMOUNT LIBRARY BUILDING, WESTMOUNT

ST. JAMES CATHEDRAL.—Although having a smaller seating capacity than the Parish Church of Notre Dame, and much less highly ornamented in its interior finish, which is white and gold, the Cathedral of St. James, situated on Dominion Square, is the most imposing edifice in Montreal, the great dome meeting the eye from every point of view. The foundation stone was laid in 1870, but the work of completion cannot yet be said to have ended. It is designed as a reproduction, on a smaller scale, of St. Peter's at Rome. The dimensions are as follows: Length of main building, 300 feet, with a portico of 30 feet; breadth at transept, 225 feet; height from pavement to ridge of roof, 80 feet; height of dome, with lantern, ball and cross, 250 feet; diameter of dome, 70 feet; width of nave, 40 feet; making its dimensions about one-third those of St. Peter's at Rome. The portico, surmounted by thirteen statues in bronze, is exceedingly fine, and by the side has been erected a statue by Herbert of Archbishop Bourget, who began the erection of the church.

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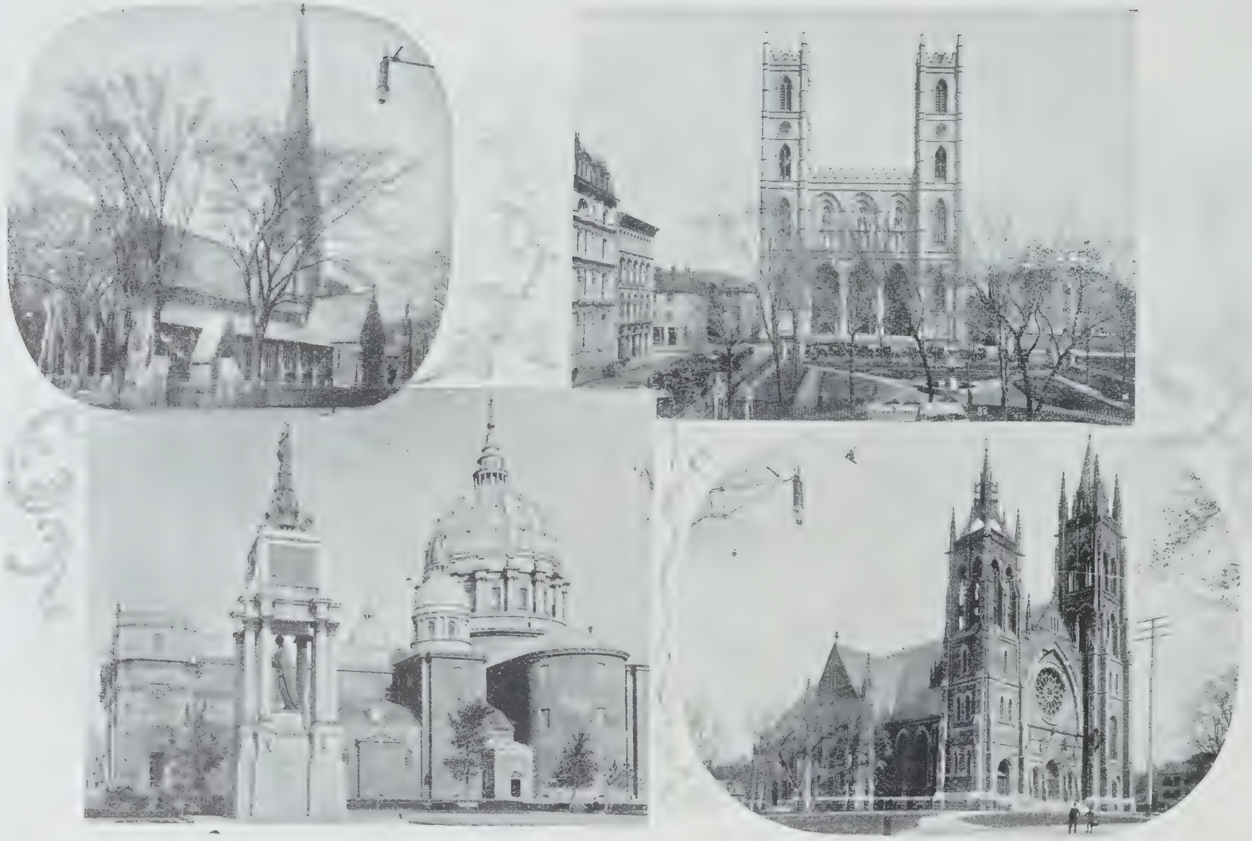

CHURCHES OF MONTREAL.
CHRIST CHURCH CATHEDRAL
ST JAMES CATHEDRAL
NOTRE DAME CHURCH
ST. JAMES METHODIST CHURCH

NOTRE DAME DE LOURDES— This church, situated on St. Catherine Street, near the corner of St. Denis, is thus described by Dr. S. E. Dawson:— This church has been built and adorned with one idea—that of expressing in invisible form the dogma of the Immaculate Conception of the Virgin Mary. A dogma which was declared to be "of faith" first by Pope Pius IX in 1854, although it had been held for many hundred years by numbers of the Roman Church as a pious and permissible opinion. The architecture of the church is Byzantine and Renaissance, such as may be seen at Venice. It consists of a nave with narrow aisles, a transept and a choir. The choir and the transept are terminated by circular and domed apses, and a large central dome rises at the intersection of the transept. The facade is of white marble. The portico is surmounted by a rose window and by two galleries of round-headed arches. Projecting wings on either side are intended to be completed with domes. It is a small church, but the proportions are just and harmonious. The nave is 50 feet long, 50 feet high, and 25 feet wide. The dimensions of the transept are precisely the same. The choir is 26 feet long and 26 feet wide. The large dome is 26 feet wide and 90 feet high. The total length of the church is then 102 feet, and the total length of the transept is 76 feet, including the dome.

The idea of the architect and painter, M. Bourassa, includes not only the dogma of the Immaculate

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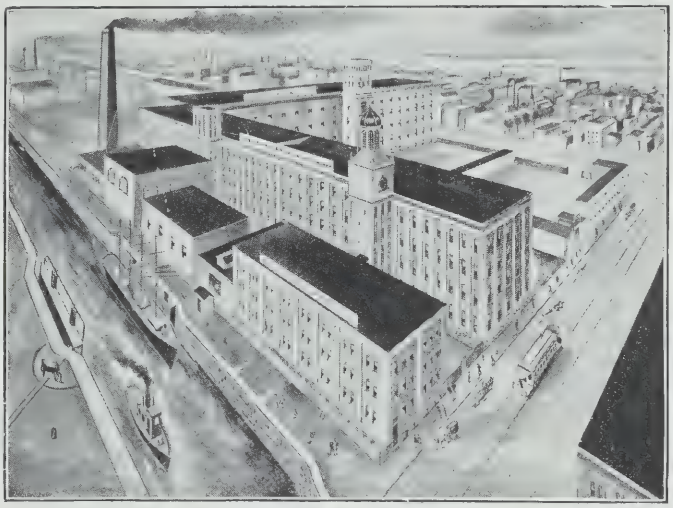

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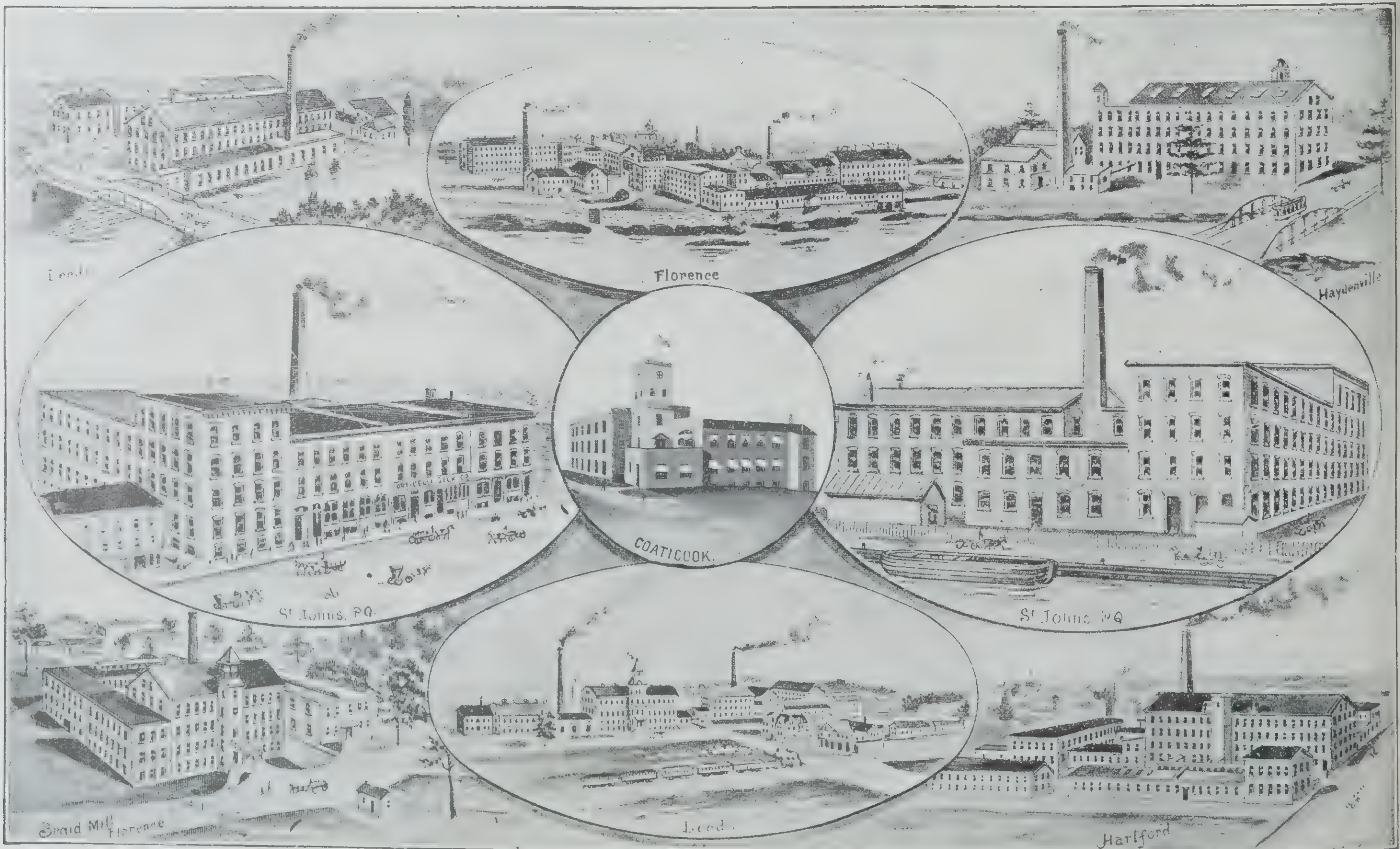
Conception proper, but the kindred mystical idea of the predestination of Mary. The first picture on the roof of the nave represents the promise of the redemption made to Adam and Eve. They are prostrated before the Lord, who addresses the serpent. The text illustrated is Gen. iii, 15, as in the Vulgate, "She shall bruise thy head." The second panel is the sacrifice of Abraham, the text is the covenant made with Noah, Gen. ix, 11–16. The third represents the arrival of Rebecca before Isaac, the text is the promise made to Abraham. The fourth, which is over the choir, is Jacob blessing his children, and uttering the promise that "the sceptre shall not depart from Judah until Shiloh come." On the right side of the nave are the prophets who have prophesied of the Virgin. Isaiah, the text, chapter vii, "Behold a virgin shall conceive; Jeremiah, the text, chapter xxxi, "A woman shall compass a man;" David, the text, Psalm cxl, 12 "Thou upholdest me in my innocence." In the choir, Micah, the text, chapter v, "Out of thee shall come forth a ruler." On the left side are types of the Virgin, first Sarah, then Rebecca, then Rachel, and in the choir, Ruth.

The artist then proceeds to show the Roman view of the realization of these promises. First, on the right transept is painted the Salutation of Elizabeth, Luke 1, 42,—on the left transept the Nativity. The figures around the transept are those of doctors and saints who have magnified the glory of Mary, or advocated the dogma illustrated. The Greek fathers on the left, the Latin on the right.

In the choir M. Bourassa portrays the four great events in the life of St. Mary. The previous pictures represent the "predestination of Mary." The choir contains the exposition of the dogma proper. The statue which is over the alter and strikes the eye immediately on entering the church is symbolic of the doctrine. It represents the Virgin in the attitude usually attributed to this subject by the Spanish painters—the hands crossed on the breast—but here she is altogether in white, while the garments in their pictures are usually blue. She is standing on the clouds, and the text illustrated is Rev. xii. 1, "A woman clothed with the sun, and the moon under her feet." The light thrown down from an unseen lamp is to represent the clothing with the sun. As the Roman idea is to present St. Mary in her personal character as the purest of created beings, the mystical light upon the white garment conveys it better than do Murillo's paintings, in which the dress is blue. On the cupola above is the Annunciation; on the right is the Assumption, and on the left is the Coronation of the Virgin.

Whatever opinion may be held by the spectator upon the dogma, the artist must have the credit of working out the exposition of it with force and unity



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Some of the painting is exceedingly good. The decoration of the church in gold and colours, arabesque and fifteenth century ornament, is very beautiful and harmonious. The lower panels of the nave are reserved blank, probably for representations of the appearance at Lourdes and similar occurrences elsewhere. The sub-chapel, which is reached by stairways from the portico, contains a representation of the apparition of the Virgin in the grotto at Lourdes, and the kneeling figure is that of the peasant girl Bernardette who saw the visions. The texts are, of course, in Latin from the Vulgate Bible, and the application of them is the one adopted by the Roman Church. We have dwelt at length upon this building because it is the only one of its kind in America. It is like an illuminated Missal, which to a Protestant has interest as a work of art, and to a Catholic has the superadded interest of a work of devotion.

THE CORISTINE BUILDING

In addition to the Roman Catholic Churches above referred to, there are scores of others in Montreal, all imposing, but the principal edifices are those we have described.

SOME PROTESTANT CHURCHES

Christ Church Cathedral (Episcopalian).—This church, situated on St. Catherine Street, is unquestionably the most beautiful specimen of ecclesiastical architecture in Canada, and was opened on Nov. 27th, 1860. The Fulford Memorial which stands by the Church resembles the much-admired Martyr's Memorial at Oxford, and was erected by public subscription in honor of a man much beloved. The church is built of Montreal limestone, faced with white sand-stone brought from Caen in Normandy. Its dimensions are; total length 212 feet, length of transept, 100 feet, height of spire 224 feet. The church is built in the form of a Latin cross in the early English style of architecture. The height of the nave is 67 feet. In point of interior decoration the church is cold, but this effect is relieved to some extent by the colours in the stained glass windows. The western window is very beautiful, as also are those in the transept and some but not all, of those in the nave. The capitals of the columns are carved in imitation of different Canadian plants, and the seats in the choir are very handsome. A passage leads to the Chapter House, an octagonal building harmonious in style, and aiding the general effect with its broken outlines.

St. George's Church (Episcopalian)—This church is situated at the south-west corner of Dominion Square at the junction of Osborne and Windsor Streets. The architecture is an adaptation of thirteenth century Gothic. Its material is native limestone, with the decorative parts in sandstone from Ohio. It has a handsome stone porch, the nave is unobstructed with piers, and the roof, with its wide span has been much admired.

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Crescent Street Church (Presbyterian)—This imposing edifice is built of Montreal limestone, and is situated on the corner of Dorchester and Crescent Streets. It is a Gothic church of the 13th century French style, specially adapted to the modern requirements of congregational worship. The seats are arranged in curves round the pulpit at the end of the church, and the spectator, judging from the interior, would pronounce the building to be circular or octagonal. It possesses a dignified front with three portals, deeply recessed and moulded. The tower and spire are of graceful design, and are together 217 feet high. At the back of the church is a spacious lecture hall and Sunday School room, forming a two story building. The congregation was founded in 1844, after the disruption of the Church of Scotland, as a Free Church. The First church was in Cote Street. The congregation removed to the present one in 1878.

INTERIOR OF ST. JAMES METHODIST CHURCH

St. Paul's Church (Presbyterian), at the corner of Monique Street, is undoubtedly one of the most striking edifices on Dorchester Street. The tower is singularly beautiful in its proportions. The church is built in the early English style, of Montreal limestone with Ohio stone dressings. The interior, which is well laid out, is spanned by a hammer-beamed open-timbered roof. The congregation dates from 1832, and adhered to the Church of Scotland until the union of all the Presbyterian bodies above referred to. The original church was in St. Helen Street. The present one was opened in 1868.

St. Andrew's Church (Presbyterian) is built upon a very imposing site on Beaver Hall Hill, and cannot fail to arrest the attention of a stranger. It is in Gothic style, built of cut limestone. The steps and portico are specially fine, and the interior arrangement is very convenient for worship. The congregation was founded in 1804. The first church was on St. Peter Street, near St. Sacrament Street. In 1851 the present building was opened for worship. This church did not consent to the union, and belongs, not to the "Presbyterian Church of Canada," but to the "Presbyterian Church of Canada in connection with the Church of Scotland." The spire is 180 feet high, and is of very graceful proportions.

We have briefly described above some of the principal churches which, from an historical or architectural standpoint, most interest the visitor to Montreal. There may be included among these, the St. James Methodist Church on St. Catherine Street, one of the most beautiful edifices in Canada, of large dimensions, and having the most ornate and highly carved front of any church in Montreal. Besides scores of Roman Catholic churches, there are in the city 25 Presbyterian, 19 Anglican, 17 Methodist, 6 Baptist, 5 Congregational, 1 Unitarian, and 5 Synagogues.

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PARKS AND SQUARES.

Montreal is fairly well supplied with parks, many of them very beautiful spots, and widely differing in their charms. First in importance ranks the Mountain Park. Nearly forty years ago, the City Council wisely concluded to secure Mount Royal as a perpetual pleasure ground for the citizens, and the property was purchased at an initial cost of one million dollars. It covers 430 acres, and is under the control of a Committee of the City Council. The work of laying out the park was entrusted to Mr. Fred. Law Olmstead, of New York, a gentleman of wide experience in landscape gardening, who carried out the work on the principle that nature unadorned is adorned the most. The guiding rule and supreme object has been to retain the natural beauties of the place, and beyond the making of good roadways to afford convenient access and the clearing up of the underbrush, little has been done to alter, because to alter was to destroy the grounds. A look-out has been built on the eastern crest of the hill, from which a commanding view of the city and surrounding country is obtained. On the south is the level prairie dotted with villages, from Laprairie, in the distant bay on the right, to Varennes. The mountains rising abruptly from the plain are, commencing from the west, Monnoir, or Mount Johnson, Shefford, Rougemont with the Yamaska Mountain behind it, Belœil and Montarville. In the remote distances are the Adirondacks in New York, and the Green Mountains in Vermont. From the east end the spectator looks down the valley of the St. Lawrence, and may see to the left the course of Riviere-des-Prairies to its junction below the island; far off on the left are the Laurentian Hills. But thoroughly to enjoy the beauties of the Mountain Park the tourist should follow the roads across the Glades westward and cross the Protestant Cemetery to the Belvedere conspicuous on the western summit. From that point the lower valley of the Ottawa opens out. The lake of Two Mountains, Lake St. Louis, the two northern mouths of the Ottawa, and the fertile island of Montreal are spread out as upon a map, while on the one hand the Protestant Cemetery, and on the other the Catholic Cemetery glisten with monuments shining through the foliage. Access to the mountain park is obtained from Peel Street and from Bleury Street, by roadways, while an incline railway is also operated from the Bleury Street side. The residence of the Park Superintendent is situated in a hollow on the top of the mountain and is surrounded by a magnificent flower garden.

EASTERN VIEW OF MONTREAL FROM MOUNTAIN PARK

ST HELEN'S ISLAND, recently procured by the city from the Dominion Government for the sum of $200,000, contains 128 acres, is well wooded and makes an ideal play-ground. It is barely a mile from the city, and is reached by ferry boats. The purpose is to spend a considerable sum of money in beautifying the spot, and rendering it attractive and pleasant for the public

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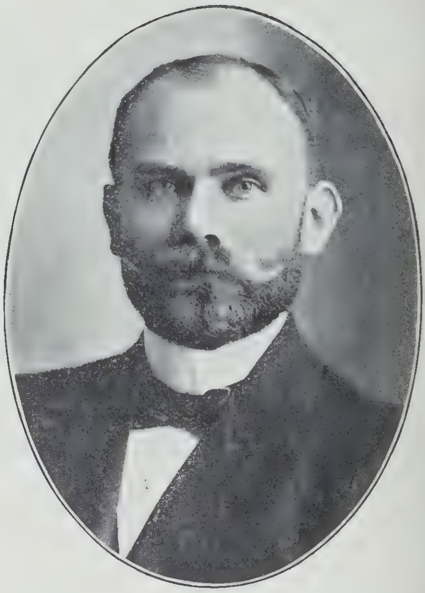
MR. LOUIS STUFFMANN,
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as well as to greatly improve the means of access to and from the island. It was named by Champlain after his wife Helene de Bouilli, and bought by him with her dowry. Under the early British regime the island was made a garrison. A portion is still reserved for military purposes. The old fort is extremely well preserved, as is also an ancient wooden block-house situated on the crown of the hill. It was upon St. Helen's Island that Chevalier de Levis, commanding the last French army in Canada, burned his flags (September 8, 1760), rather than surrender them to General Amherst, who took the city.

LAFONTAINE PARK, running north from the east end of Sherbrooke Street, and comprising 84 acres, is the third and last of the parks of Montreal of large area. The work of beautifying this park, formerly known as Logan's farm, is proceeding from year to year, but the spot has already been made very attractive by excellent drive-ways and foot-paths and a profusion of flower beds, though it still lacks the ornamentation of stately trees and luxuriant foliage. A portion of this park is reserved as a parade ground for the militia when appearing in force as on Victoria Day.

DOMINION SQUARE. The most beautiful of the city squares is Dominion Square, surrounded by such imposing buildings as St. James Church (the Roman Catholic Cathedral), Windsor Hotel, the Y. M. C. A., St. George's Church, and the Canadian Pacific Railway depot. Flowers and foliage are here profuse, while there is the adornment of two conspicuous and costly monuments, that of "The Stratchona Horse," unveiled May 24th 1907, and that of Sir John A. Macdonald, for so many years Prime Minister of Canada.

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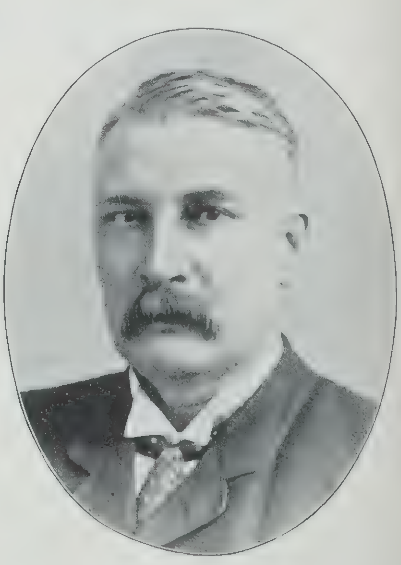
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RACCOON
COAT AND
MINK
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AHEAD
OF ALL
OTHERS

Fur Imitations dyed in all Shades

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municipality which adjoins the city proper on the west. It partakes in places of the charm of a sylvan resort, has beautiful flowers, and many fine elms. There is also a portion set apart as a playground where cricket, foot-ball, lacrosse and other field sports are indulged in.

Jacques Cartier Square, near the City Hall and Court House, has a fine out-look upon the river. This square is ornamented by two Russian guns, trophies from Sebastopol, and presented to the city by the Imperial Government. A column surmounted by a statue of Lord Nelson is placed at the head of the square. It was erected in 1808, by the merchants of Montreal, shortly after the death of the Admiral at Trafalgar.

Victoria Square, running off St. James Street, is upon the site of the old hay-market. Upon it is a colossal statue of the late Queen Victoria in bronze, by Marshall Wood, an English artist.

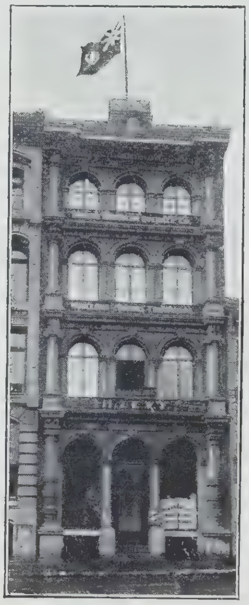
LAKE IN WESTMOUNT PARK, WESTMOUNT

Place d'Armes, one of the smallest squares in the city, is yet one of the most notable because of the site and because there rises from its centre the finest monument in Canada, one not easily excelled anywhere, that of Maisonneuve, the founder of Montreal, the work of Hebert, a French-Canadian sculptor. The square is surrounded by the finest buildings in the city, the Parish Church of Notre-Dame, the Bank of Montreal, the Alliance, Royal, and Liverpool, London and Globe Fire, and the New York Life Insurance buildings, and the Hochelaga Bank.

PLACES OF INTEREST.

Visitors will be impressed by the fact that the early history of the United States is indelibly blended with that of Montreal. Here lived Pierre and Jean Baptiste Le Moyne, who founded New Orleans; Sieur du Luth, after whom the city of Duluth, Minn., is named; La Mothe Cadillac, the founder of the city of Detroit. Here General Montgomery resided during the winter of 1775–6.

Dominion Square.
St. James Cathedral.
Windsor Hotel.
Y. M. C. A. Building.



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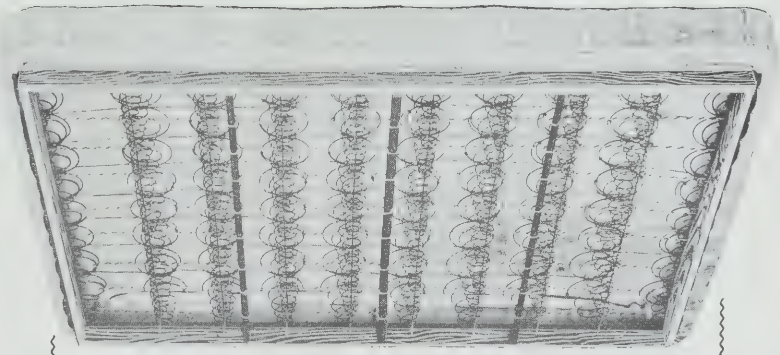

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Notre-Dame-de-Lourdes Chapel.
Site selected by Samuel de Champlain, in 1611, as La Place Royale.
Landing place of Paul de Chomedy, Sieur de Maisonneuve, and the first founders of Montreal in 1642.
Government Grain Elevator, one of the largest in the world.
Admiral Nelson's Monument.
First Public Square of Montreal.
Jacques Cartier Square.
Famous Bonsecours Market.
Seminary of St. Sulpice, founded in 1657.
Chateau de Ramezay, built in 1705, residence of French and British Governors, and headquarters of American Army, 1775.
Maisonneuve Monument.
Church of the Gesu.
Hochelaga Convent.
Mount St. Louis College.
Notre Dame Hospital.
Laval University.
Old Towers, Sherbrooke St.
St. James Methodist Church.
Institution for the Blind.
St. Gabriel Presbyterian Church.
First Baptist Church.
Historic Beaver Hall Hill.
Christ Church Cathedral.
Phillips Square.
Grand Trunk Offices.
Birk's Building, Phillips Square.
C. P. R. Offices.
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Place Viger Station.

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Theatre Royal.
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St. Helen's Island Park.
M. A. A. A. Grounds.
Natural History Museum.
The Arena.
Eden Musee.
Sohmer Park.
Art Gallery.
Montreal Jockey Club, Blue Bonnets Course
Delorimier Park (Race Track)
Westmount Golf Links.
Metropolitan Golf Links.
Outremont Golf Links.
Drill Hall
Royal Montreal Golf Club, Dixie.
Victoria Skating Rink.
Montreal Base Ball Park.
Nouveautes Theatre
Theatre National Francais

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The Montreal Board of Trade

THE Montreal Board of Trade, which was incorporated in 1842, is the leading commercial organization of the Dominion, and it has well fulfilled the purpose of its organizers which is stated in its Charter to be the promotion of such measures as might, upon due consideration, be deemed calculated to advance and render prosperous the lawful trade and commerce of the Province and of the City of Montreal more especially.

MR. GEO. CAVERHILL
President of the Montreal Board of Trade.

Much of the work accomplished by the Board, while most valuable in the interest of the trade of the port, is of a character that does not attract public attention, but some of its achievements have been very generally known and appreciated, among them the following: The procuring of the assumption by the Dominion Government, in 1888, of the Lake St. Peter debt, the interest on which was such an onerous charge upon the shipping of the port. The institution of the Port Warden Office, which has been instrumental in preventing entirely the loss of ships from faulty stowage of cargo. The procuring of the construction by the Dominion Government of the South Shore Telegraph Line to the Gulf. In more recent years the Board has advocated the freeing of the canals from tolls, the improvement of the Harbour, the deepening, widening and lighting of the channel between Montreal and Quebec, the need for a dry dock at Montreal, the freeing of the port from all dues, the need for improved fire protection of the City, and it has continuously urged the adoption of a scheme for preferential trade between the Mother Country and the Colonies.

The business of the Board is transacted by a Council, consisting of a President, First and Second Vice-Presidents, Treasurer and twelve other members who are elected annually in January, the present members being as follows:—

George Caverhill, President; Thos. J. Drummond, First Vice-President; Farquhar Robertson, Second Vice-President; C. B. Esdaile, Treasurer; A. A. Ayer, John R. Binning, George L. Cains, W. W. Craig, J. S. N. Dougall, Geo. A. Kohl, J. P. Mullarkey, J. L. McCulloch, Edgar McDougall, A. MacLaurin, Alex. Orsali, J. A. Richardson.

The President, Vice-Presidents and Treasurer form the Executive Committee, by whom all business concerning the Building is transacted. The Secretary, Mr. Geo. Hadrill, has been in the service of the Board since 1877 and was promoted to the Secretaryship on the death of his predecessor Mr. William J. Patterson in June, 1886, The Assistant-Secretary is Mr. J. Stanley Cook, and he acts as Secretary of the Branch Associations.

MR. THOMAS J. DRUMMOND
1st Vice-President of the Montreal Board of Trade

The Board of Trade has a membership of eleven hundred and it includes several other organizations, the chief being the Corn Exchange Association, which, although it retains its own Act of Incorporation, was amalgamated with the Board in 1886; besides this, the following Branch Associations of the Board have since been formed under its by-laws:—The Montreal Produce Merchants' Association, The Montreal Wholesale Dry Goods Association, The Montreal Wholesale Grocers' Guild, The Montreal Metal and Hardware Association, The Montreal Lumber Association, The Bankers' Section, The Oil, Paint and Drug Section, and The Montreal Marine Underwriters' Association.

The building now occupied by the Board replaced a similar building on the same site, which was destroyed by fire in January 1901, the fate of the first building leading the Board to

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decide that the present one should be of fireproof construction, which the other was not; other changes being the concentration of the elevator service at the main entrance instead of two elevators in either wing, and the placing of the Exchange Hall and other rooms for the Board's use on the fourth floor instead of on the ground floor as before. The central position of the Building, the attention paid to tenants' requirements, and the excellent elevator service, have given it a high standing among the office buildings of this city, and every office in it is rented.

THE IMMIGRATION MOVEMENT.

Canadian immigration returns do not provide much foundation for the fears that Canada is to be eventually controlled by foreigners. On the contrary, they indicate that the control of political and industrial affairs will remain with Canadians and Britishers, who are coming in by the ship load. The immigration figures also indicate that Canada is receiving a far higher class of immigration than is the United States.

MR. GEO. HADRILL
Secretary of the Montreal Board of Trade

MR. C. B. ESDAILE
Treasurer of the Montreal Board of Trade

MR. FARQUHAR ROBERTSON
2nd Vice.-President of the Montreal Board of Trade

Anglo-Saxon immigration to Canada is increasing much more rapidly than is that from the Latin, Slav and other countries of Europe. The Dominion is getting most of her new citizens from countries whose people are regarded as the very best types. The United States is not by any means so fortunate in this respect.

During the fiscal period ending March 31st, 1907, Canada attracted British immigrants to the number of 55,791 being an increase of 18,170. For the same time, Continental countries supplied 34,217, an increase of 14,001.

Arrivals of English immigrants increased 37 per cent., and Scottish immigrants increased 84 per cent. English and Scottish immigration has been increasing in astounding ratios in the last few years. Since 1901-02 the ratio of increase in English immigration, year by year, has been as follows:—1901-02, 39 per cent.; 1902-03, 148 per cent.; 1903-04, 13 per cent.; 1904-05, 38 per cent.; 1905-06, 33 per cent.; 1906-07, 37 per cent.

Scottish immigration has grown as follows:—1901-02, 93 per cent.; 1902-03, 147 per cent.; 1903-04, 50 per cent.; 1904-05, 11 per cent.; 1905-06, 35 per cent.; 1906-07, 84 per cent.

The largest number by far of immigrants to Canada are from Great Britain, and there is every reason to believe the ratio in increase will continue. There need be no alarm that Canada's foreign-born population will dominate affairs here.

Canada has cause for gratification, compared with the United States, as to arrivals. The countries regarded as most desirable sources of supply for immigration are: Great Britain and Ireland, Austria-Hungary, Belgium, Servia, Montenegro, Denmark, France, German Empire, Norway, Sweden and Switzerland. From these countries the United States received in 1905-06, 38 per cent. of a total immigration of 1,100,735, while Italy contributed 25 per cent., and Russia and Finland 20 per cent. From these two countries, therefore, about half the American immigration was drawn.

During the same time, Canada, out of a total immigration of 189,064, received 56 per cent. from the desirable countries. Italy furnished only 4 per cent., and from Russia and Finland only 2 per cent. Canada received 30 per cent. of the entire year's immigration from the United States. In return, the United States got from Canada and Newfoundland combined less than one-half of one per cent. of her entire immigration.

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Ile Perrot, near Vaudreuil, P.Q.

Shoes and Leather

ONE of the industries in which the advancement during the past sixty years has been especially great is that connected with the manufacture of leather of various grades and the production from this material of boots, shoes and other leather products. The resources of Canada with its extensive grazing districts, its large supplies of tanning materials, etc., make the industry one that is prosecuted by Canadian manufacturers under especially favorable conditions. They have improved the opportunities thus presented by turning out products that are nowhere surpassed, and Montreal among its other distinctions has attained prominence as a tanning centre, and is even more prominent as a manufacturing point for boots and shoes. In the leather trade, the manufacturers of the city and section have gained high reputation for the merit of their products, the improved processes that are used and the great care taken, giving the products of these tanneries a leading place in the market. Their products include not only leather suitable for shoe manufacturing processes, but also all of the various grades that are required by saddlers, harness makers, belting manufacturers, and other users of leather, and in addition to the extensive operations in the handling of domestic productions there is also a large import business in the best grades of American and European leathers, French calf, Moroccos and fancy leathers, etc.

THE JAMES McCREADY COMPANY, LIMITED, FACTORY, MONTREAL

John Stewart & Co.: Builders.

Both as a wholesale and manufacturing centre Montreal has gained marked distinction for its extensive and constantly growing operations in the manufacture of boots and shoes of all kinds and grades for both sexes, and as the result of the introduction of new ideas of labor-saving machinery, the industry has been advanced to marked importance, and the manufacturers of this city have established for themselves an exceptionally high reputation, not only for their capacity for meeting the needs and requirements of the trade as to quantity, but also for the high grade of production that has been introduced into the shops of this city. The manufacture has been brought to the highest standard of

JAMES LINTON & CO.

WHOLESALE MANUFACTURERS AND DEALERS IN

BOOTS AND SHOES

VICTORIA SQUARE, MONTREAL

BELL TEL. MAIN 957 MERCHANTS 109

J. I. Chouinard

WHOLESALE

Boots, Shoes and Rubbers

221 Notre Dame Street East
MONTREAL.

The Boot and Shoe industry of Montreal, is one of the chief factors of its progress and among the prominent Wholesale Merchants mention must be made of Mr. J. I. Chouinard, whose Warehouses and Offices occupy the entire building at 221 Notre Dame Street East. The business of this concern extends over the entire Dominion of Canada.

The principal lines of goods carried are a full line of Ladies' footwear, Men's and Boys, "Goodyear Welt", also lines from leading American Manufacturers and a full line of rubbers made by the Canadian Rubber Co.

The Regina Shoe Co., Ltd., of Montreal of which Mr. J. I. Chouinard is the President and Chief Organizer, is one of the progressive manufacturing concerns in the Ladies' high-class McKay Footwear which retails at $2.50 to $3.00 at the leading Shoe Stores.

Write for the exclusive agency for your town before it is too late.

The James McCready Co., Limited

Are showing the most complete range of Boots and Shoes ever presented to the Canadian dealer, comprising every class of Footwear from Men's and Women's Goodyear Welts to Children's Sandals and Infants' Cacks.

ASK FOR

THE "DORIS" SHOE FOR WOMEN,

THE "CARLTON" SHOE FOR MEN.

Perfection in the Art of Shoemaking.

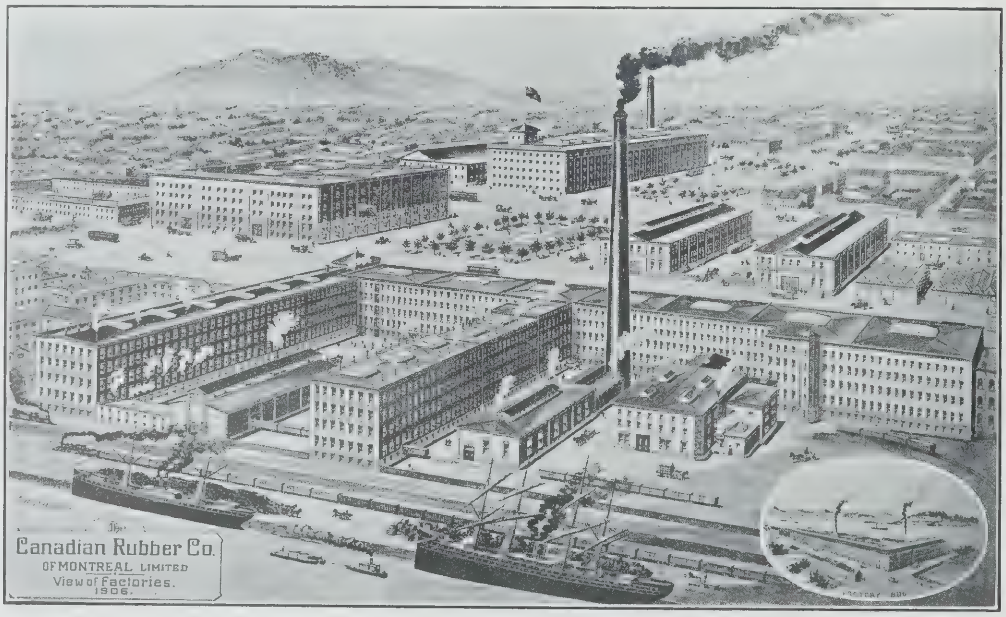
Factories at
Montreal,

Warehouses at
Winnipeg, Calgary and Edmonton.

CLARENCE F. SMITH, Vice-President and General Manager.

EAST END OF WESTERN AVE., WESTMOUNT

excellence by the utilization of modern improvements in boot and shoe machinery, by the use of carefully selected materials, and by specially adapting the productions of local factories to the requirements of Canadian trade.


Canadian Rubber Co.
OF MONTREAL LIMITED
View of Factories.
1906.

PLANT OF THE CANADIAN RUBBER CO. OF MONTREAL, LIMITED.

The productions of the local factories, as well as those of other places in Canada, are handled by a number of prominent jobbing houses, whose trade extends throughout the Dominion, and an important feature in this connection is that of the handling of the products of the several factories devoted to the manufacture of rubber boots and shoes, which is a line of especial importance in the Dominion, where the use of rubber footwear is so necessary in many sections during the winter months.

The manufacturing of these rubber boots and shoes, as well as other rubber goods, such as rubber mechanical goods, belting, steam packing, etc., as well as of rubber clothing and other rubber products is an industry that has been built up to prominence here, the domestic product being of such excellent quality as to practically exclude competition by outside manufacturers.

The manufacture of belts for machinery, both of leather and rubber, and the handling of goods in that line, including hose, packing, and similar commodities, constitute a heavy interest, and distributions are made of these products throughout the country, in addition to the large local business in the line necessitated by the extensive and continually growing manufacturing interests of the city.

The manufacture of saddlery and harness, and also of trunks, valises, satchels and other travellers' goods, are important branches of production, and the trade in these commodities, represented by substantial houses, adds materially to the business activities of the city. An important feature in this connection is the Montreal Shoe and Leather Association, affiliated with the Board of Trade, which is an organization thoroughly devoted to the interests of the shoe and leather trade.

WEST END OF WESTERN AVE., WESTMOUNT.

The CANADIAN RUBBER CO.

OF MONTREAL, Limited

THE CANADIAN RUBBER CO OF MONTREAL LIMITED

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General Rubber Goods

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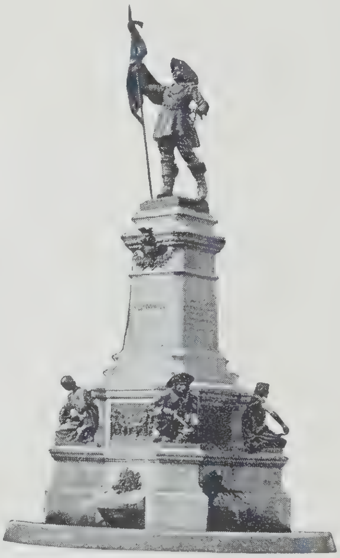
"CANADIAN" RUBBERS

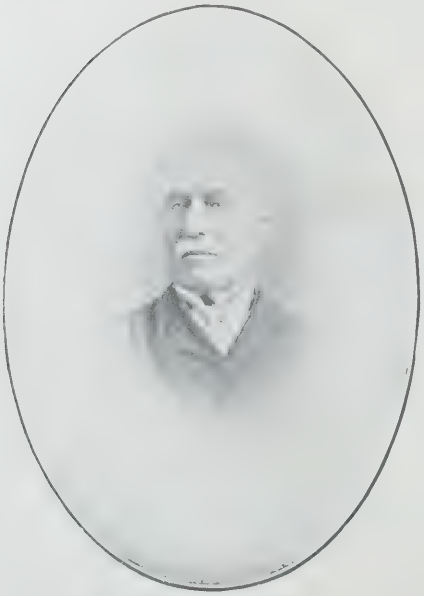
Belting, Hose, Packing, Light Mechanical and Moulded Rubber Goods, Druggists' Sundries, Sporting and Stationers' Goods, Horse Shoe Pads, Rubber Heels, Rubber Tires, both Solid and Pneumatic, for Automobiles, Carriages and Bicycles, Carriage Cloth, Clothing and Proofing, Plumbers' Goods, Patent Tiling, Everything in Rubber Specialties. :: :: :: :: :: :: ::

Factories and Executive Offices, MONTREAL, QUE.

A Glimpse of Old Montreal

MR. HENRY MILES, in his sketch of Montreal published by The Business Men's League, gives us this picture of Old Montreal; In the centre of Place d'Armes Square stands the bronze statue of Maisonneuve above a granite pedestal, on which is inscribed "Paul de Chomedy de Maisonneuve, founder of Montreal, 1642." There are four bas-reliefs on the pedestal representing, (1) the founding of Ville-Marie ; (2) Maisonneuve killing the Indian Chief; (3) the Death of Dollard; and (4) the First Mass. Four full-sized figures stand at the corners; an Indian of the Iroquois tribe; a soldier, Lemoyne; a colonist, Closse, with his dog, and Jeanne Mance, tying up a child's wounded hand. The statue, by Hebert, a Canadian, is one of the finest pieces of sculpture on the continent. Notre-Dame Church and the Seminary of St. Sulpice stand on the south side, while on the opposite side of the square is the Imperial Insurance building, on the wall of which are two tablets: "Near this square, afterwards named La Place d'Armes, the founders of Ville-Marie first encountered the Iroquois, whom they defeated, Chomedy de Maisonneuve killing the chief with his own hand, 30th March, 1644." "This building is erected on part of the original concession made to Urbain Tessier named Lavigne, this being the second lot granted to an individual on the island of Montreal." To the west is the Bank of Montreal, the oldest Bank in Canada, organized in 1817. It is a fine specimen of Corinthian architecture. The stone fortifications of Ville-Marie extended from Dalhousie Square through this site to McGill Street, thence south to Commissioners Street, and along the latter to the before-mentioned square. Begun in 1712 by Chaussegros de Lery, demolished in 1817. To the west of the Bank is the massive building of the General Post Office. In this square the French laid down their arms to the British, under General Amherst, in 1760. On a house


MAISONNEUVE MONUMENT


MR. JAMES WILLIAMSON,
Warehouseman

MR. W. MIDDLETON,
Warehouseman

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MILLARS LIMITED
TANNERS and CURRIERS
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PART OF TAN YARD.

Butts, Bends, Backs, Bellies, Ranges, Shoulders, Cheeks in English Oak
ZEBU IN SIDES. ZUG LEATHER IN BUTTS.
LARGE LINE OF
Harness Leather, in Backs and Shoulders. Belting Leather, Dressed and Rough
WELTING. ELECTRIC BENDS. WEIGHTS: LIGHT, MEDIUM and STOUT
J. A. SCOTT, Canadian Manager, 99-101 PLACE d'YOUVILLE, MONTREAL
ALSO AGENTS FOR BOAK, WALSALL, Limited

at the south-east corner of the square is another tablet: "Here lived, in 1785, Daniel de Gresolon, sieur Duluth, one of the explorers of the Upper Mississippi, after whom the city of Duluth was named."

Further east is the Champ-de-Mars. It is situated on the slope from Craig Street up to Notre-Dame Street, at the east end of St. James Street. Here the British regiments stationed in the city paraded, and it is still used as a parade ground by our volunteers. On Craig Street, opposite, is the Drill-hall, capable of holding fifteen thousand people. At the top of the ridge are the massive buildings of the Court House, the City Hall, and the Provincial Government House, which was formerly the residence of the Honorable Peter McGill, who was, in 1840, the first British Mayor of Montreal. Here was the old Jesuit monastery, which was successively used as military quarters, goal and court house. The present building was erected in 1856. Two tablets here are interesting: "The Pere Charlevoix, historian of La Nouvelle-France, 1725." Here stood the church, chapel and residence of the Jesuit Fathers. Built in 1692, occupied as military headquarters 1800, burnt 1803. Charlevoix and Lafitue, among others, sojourned here. On the square in front four Iroquois suffered death by fire, in reprisal, by order of Frontenac, 1696. Here stood also the town pillory. The City Hall is a large and handsome building, with a striking tower and heavy corner turrets, and cost in the neighbourhood of $525,000. On the wall is the tablet: "To Jacques Cartier, celebrated navigator of St. Malo. Discovered Canada and named the St. Lawrence, 1534-1535.

THE J. C. McLAREN BELTING CO. BUILDING

In front of the river slope of the ridge, is Jacques Cartier Square, at the upper end of which stands Nelson's monument. This tall column, surmounted by a statue of Lord Nelson, was erected by public subscription in 1809. The square is used as an open market. In a house to the east lived the Honorable James McGill; on it is a tablet: "The residence of the Honorable James McGill, founder of McGill University, 1744-1813."

Adjoining this is the famous Chateau de Ramezay. It is now the museum, containing many interesting relics. Two tablets on its walls set forth its history: "Chateau de Ramezay. Built about 1705 by Claude de Ramezay, Governor of Montreal, 1703. Headquarters of La Compagnie des Indes, 1745. Official residence of the British Governors after the cession. Headquarters of the American Army, 1775; of the Special Council, 1837." In 1775 this chateau was the headquarters of the American Brigadier-General Wooster, and here, in 1776, under General Benedict Arnold, the Commissioners of Congress—Benjamin Franklin, Samuel Chase, and Charles Carroll of Carrolton—held council." Here Franklin set up his printing press and printed "The Gazette," which still continues as a Montreal daily paper. In the council room Lord Elgin signed the Rebellion Losses Bill, after the rebellion of 1837.

Place Viger is situated on Craig Street. It was named after Commander Viger, the first mayor of the city. The chief French residental quarter lies to the north, up St. Denis and the neighboring streets.

The ancient fortifications of the city, of which relics here and there are still to be seen—notably at the Champ-de-Mars—extended from Dalhousie Square on the east to McGill Street on the west. On the north, a bastioned stone wall ran along what is now Fortification lane, while the water-front was also fortified. At the corner of Notre-Dame and McGill Streets is the following tablet: "Recollets Gate. By this gate Amherst took possession, 8th Sept., 1760. General Hull, U. S. Army, 25 officers, 350 men, entered prisoners of war, 20th Sept, 1812."

La Place Royale, which was formerly known as Custom House Square, on a part of which the Inland Revenue building now stands, is one of the oldest points of historical interest, and was the first public square of Montreal, granted for this purpose by the Seigneurs of the Island, in 1676. The executions of the old French regime took place in this square, and an account of one of these executions is known as the legend of the "Croix Rouge." The story goes, that a man named Belisle, living on le grand Chemin du Roi, now called Dorchester Street, attempted to rob a neighbor named Jean Favre, who lived on the opposite side of the road. One dark night he broke into the house and fired his pistol at Favre, which, however, only wounding, he stabbed him to death with a large hunting knife. Favre's wife ran to her husband's assistance, and Belisle stabbed her also and killed her. Subsequently he was suspected,

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Belting,
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Tires,
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Tubing
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72 St. Antoine Street, Montreal

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The Dominion Belting Co's

Stitched Cotton Duck

"MAPLE LEAF" BELTING

and soon after arrested, tried and convicted. Belisle was condemned to "torture ordinary and extraordinary," and then "to have his arms, legs, thighs and reins broken alive on a scaffold to be erected in the market-place of this city" (the present Custom House Square), "then put on a rack, his face towards the sky, to be left to die."

This awful sentence was carried out to the letter, his body buried in Guy Street, and a Red Cross erected to mark the spot, which is still to be seen standing in the corner of the grounds of the Grey Nunnery, on Dorchester Street.

Opposite the Place Royale, where stands the present Custom House, was the residence, in 1611, of Samuel de Champlain, and there he planted two gardens and built walls of clay. At that time it was a little cape formed by a stream which came down where now is the present Place d'Youville or Foundling Street, and here joined the St. Lawrence. This little street was named Foundling because of the finding of the body of an infant in the little river, exciting the compassion of Madame d'Youville, who founded the Grey Nunnery to receive these little outcasts.

On Commissioners Street, just behind the thoroughfare in the rear of the Custom House known as Port Street, stood the Fort de Ville-Marie, the first dwelling-place of the founders of Ville-Marie, built in 1643, and replaced by the residence of Governor de Callieres, in 1686, on Foundling Street, while behind the square stood the first Seminary of St. Sulpice, now situated on Notre-Dame Street. The present Seminary was built in 1710, adjoining the Parish Church of Notre-Dame, and contains the baptismal and other registers of the city from the beginning, besides many historical treasures.

In the old streets of St. Jean Baptiste, St. Gabriel, St. Vincent and Vaudreuil, we find many places that speak of the earlier days of the city. On the corner of St. Peter and St. Paul Streets lived Robert Cavelier, Sieur de La Salle, in 1668, too well known to need mention here. On St. Vincent Street, near Notre Dame, still stands the De Cataloque House, which was erected in 1693, and was the residence of Gedeon de Cataloque, the engineer of the first Lachine Canal, and who was also responsible for the plans of the early stone fortification walls. On Vaudreuil Street are some of the oldest buildings in the city, erected as early as 1689, and in the vaults of one of those still standing was stored the specie of the Bank of Montreal in the olden days. St. Gabriel Street is one of the earliest in Montreal, being laid out in 1680, when the population of the city was only about 1,000. On the west side of St. Gabriel, just below St. Therese, is a quaint old sloping-roofed building, dating back to 1687. Near by, on the corner of St. Therese and St. Vincent, is another old house, erected in 1676, which is known as the Paul Agnier house. On St. Jean-Baptiste is a still older building, a rich merchant's residence, built as early as 1655, while many other old houses, the definite year of erection not being known, are scattered about this section, and even along Notre-Dame Street, giving an atmosphere of age and interest which is found in no other part of Montreal.

TANNERY OF THE ANGLO-CANADIAN LEATHER CO., LIMITED, HUNTSVILLE, ONT.

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Cable Address : Rudness, Montreal

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TAILORS' TRIMMINGS

8 ST. HELEN STREET
MONTREAL, CANADA

Genuine Oak Belting

Sales Doubled in Two Years
There is a Reason

MORE SOLID LEATHER TO THE FOOT THAN ANY
OTHER BELT MADE

BALATA BELTING

*Made from the Purest Gum and Best
Lancashire Duck, all Sizes and
Plies to 24 inch*

Full Stock in each City

D. K. McLAREN, LIMITED

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309-311 Craig West

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ST. JOHN, N.B.
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OAK SIDES

TANNERS
AND DEALERS IN
HIDES & LEATHER

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HEMLOCK SIDES

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BRACEBRIDGE, ONT.

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GLAZED KID
IN
BLACKS and COLORED

"Empire Brand"
PAUL GALIBERT
MONTREAL

Wireless Telegraphy

MARCONI WIRELESS TELEGRAPH COMPANY OF CANADA, LIMITED.

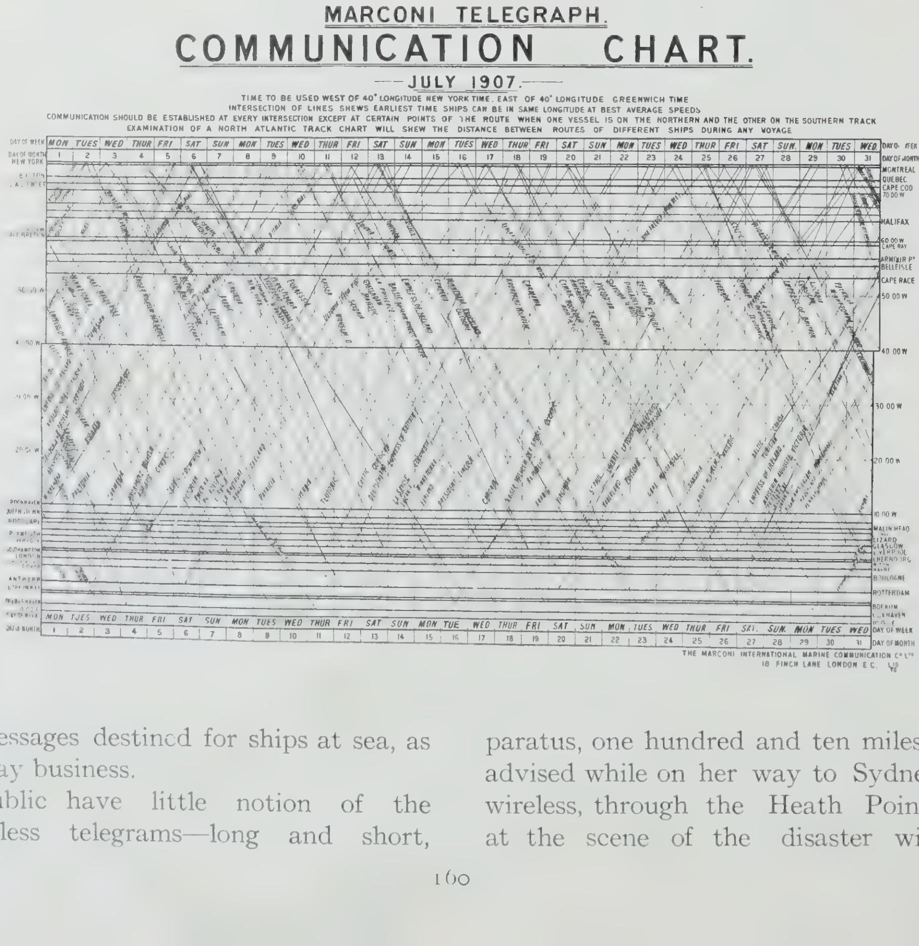
THIS is pre-eminently an age of science, and recent scientific achievements almost outpace the imagination of mankind. The last two decades have witnessed many dazzling discoveries, and not the least of them will always be associated with the name of William Marconi—the inventor of wireless telegraphy.

But a very few years ago, "the man in the street" would have remarked with confidence that a connecting wire was no less essential than the electric current in modern telegraphy. And now, where are we?

The Marconi Company of Canada are to-day sending messages between some 25 stations in Canada and Newfoundland without connecting wires, and even more wonderful, to ships at sea. Even in this blasé age it comes as a surprise to see in the advertising columns of our daily papers, the announcement that messages can be filed at any telegraph office for immediate delivery to persons on board ship even as far as a thousand miles from port. This advertising eloquently shows the progress made in the perfecting of the greatest invention of modern times. So certain, accurate and reliable, is the transmission of messages between shore and ship, that all telegraph companies accept messages destined for ships at sea, as part of their every-day business.

The general public have little notion of the thousands of wireless telegrams—long and short, plain and coded, business and personal—that are now exchanged between ships and the shore. Merchants and financiers no longer lose all control of their affairs while journeying across the ocean. The voyaging principal is advised by his clerk of a rise in the market, and from mid-ocean he replies with instructions to sell or hold. The partner in Montreal communes with the partner out on the Atlantic.

On many vessels daily newspapers furnish the traveller with the latest news fresh from the great world centres.



It is particularly pleasing to Canadians, that in the development of wireless telegraphy, they have played no mean part; and that in its application they are second to none. Appearing on page 162 is a map showing the chain of intercommunicating Marconi stations erected in and near the St. Lawrence, which goes far to solve Canada's national problem—the rendering safe for navigation of that noble river, the Eastern door of the Dominion.

Day and night the stations are in communication with steamers in the river and gulf, supplying them with information as to ice and weather conditions, acting generally as invaluable aids to navigation, and minimizing the possibility of loss of life by wreck on the St. Lawrence.

The grounding of the Steamer "Cervona" last year on the Island of Anticosti demonstrated this fact in a remarkable manner. Within four hours after the "Cervona" struck, the C. G. S. "Montcalm," equipped with wireless apparatus, one hundred and ten miles from the scene, was advised while on her way to Sydney of the mishap by wireless, through the Heath Point station, and was at the scene of the disaster within a few hours.

ARMSTRONG CORK COMPANY

INSULATION DEPARTMENT

CORK BOARD INSULATION

Installed in hundreds of the most modern cold storage plants, packing-houses and breweries in the United States, Canada and Mexico.

No other Insulation meets these requirements

Drop a card to our nearest office and one of our resident Engineers will be pleased to post you on the subject

SOME CANADIAN PURCHASERS

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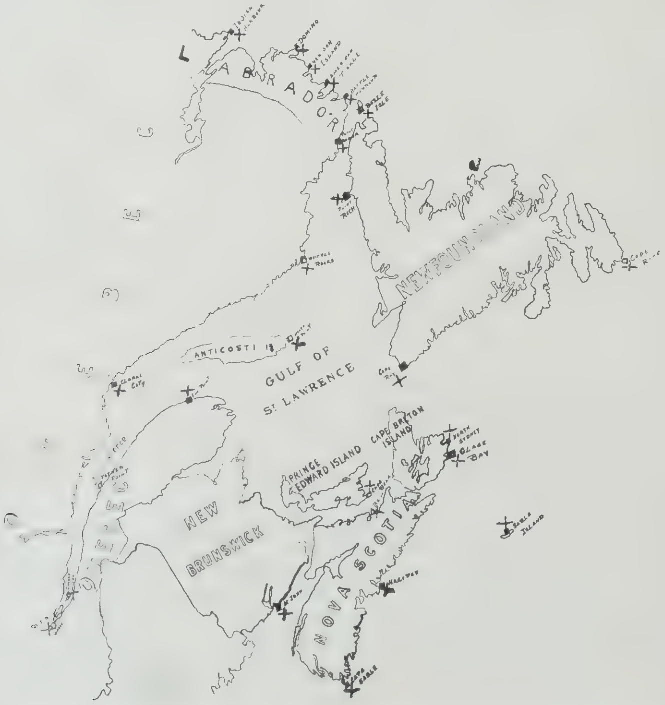
TORONTO: Robt. Watson & Co., Wm. Neilson, J. J. McLaughlin, Ltd., Eureka Refrigerator Co.
FORT WILLIAM: Kakabeka Falls Brewing Co. LINDSAY: Flavelles, Limited.
ST. JOHN, N.B.,: Canada Lands and Cold Storage Co. BERLIN: Berlin Lion Brewery.
CALGARY: Calgary Brewing & Malting Co.

ARMSTRONG CORK COMPANY
INSULATION DEPARTMENT
Pittsburgh, Penn., U.S.A.
CANADIAN OFFICE: 521 Coristine Building, Montreal.

In this connection it is interesting to note that the only means of communicating with the Island of Anticosti at the time of the mishap was by wireless, the cable to the Island having been interrupted for some seven months last year, during which time the telegraphic business of the Island was handled by the Marconi stations at Heath Point, Anticosti, and Cape Ray, Newfoundland.

MR H. G. MATTHEWS,
Secretary and Treasurer Marconi Wireless Telegraph Company of Canada, Limited.

The establishment of stations at Cape Race and Sable Island has not only benefitted Canadian shipping but has proved of great value to shipping generally, as over one hundred of the world's finest liners are equipped with the Marconi system, and by its use the "graveyard of the Atlantic," as Sable Island is called, has been largely robbed of its terrors.



It would be interesting to know how many persons who received, or had occasion to send telegrams to Prince Edward Island, during the months of February, March and April of this year, are aware that these messages were being transmitted by wireless from the mainland to the Island. Yet such is the case, and the fact is worthy of more than passing notice. The cable was interrupted early in January and all telegraphic communication with the Island discontinued. At the request of the Dominion Government the Marconi Wireless Telegraph Company of Canada, Limited, erected a station at Pictou, within ten days, and telegraphic communication with the Island was resumed on February 15th. From that date until May 17th, the whole telegraph business of the ninety-five thousand people on Prince Edward Island was transmitted by means of the Marconi system. Had not the wireless come to the rescue, the people of Prince Edward Island must have remained cut off from telegraphic communication with the rest of the world for at least four months. Truly the people of Prince Edward Island have reason to bless the name of Marconi, as the Charlottetown "Patriot" states in its issue of April 27th, 1907. The erection of a station at Pictou within ten days, and the efficient handling of the large telegraphic business to and from the Island is a striking tribute to the efficiency of the Marconi Wireless Telegraph System.

MR. JOHN D. OPPE,
Vice-President and General Manager Marconi Wireless Telegraph Co. of Canada, Limited.

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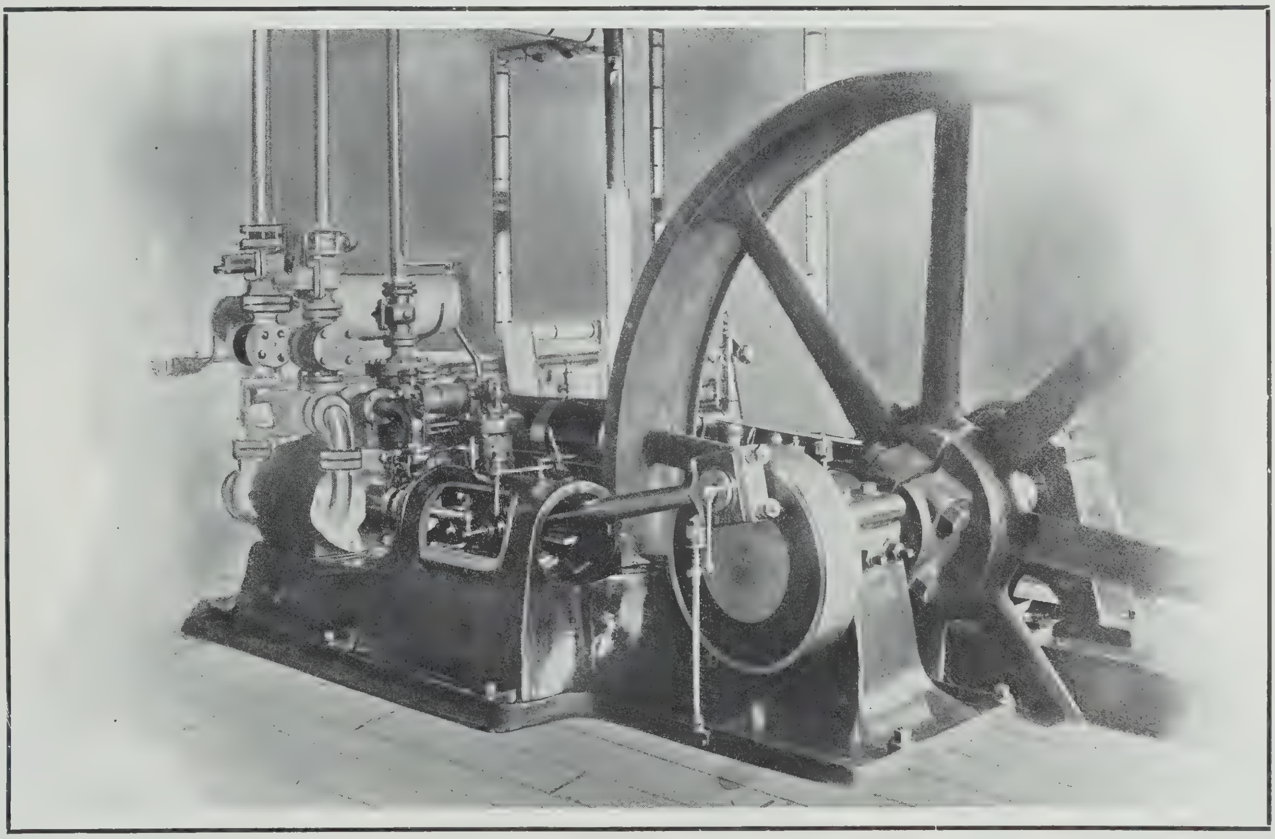
On the Latest and most Approved Systems, for all purposes.



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Packing Houses, Cold Stores, Breweries, Dairies, Creameries, Cheese Curing Stations, Restaurants, Hotels, Apartment Houses, Etc.

Over 6000 Machines in operation *Write for Catalogue*

Tobacco

A SMALLER branch of trade, but one which counts for something in Canada's commerce, is that of tobacco. The most optimistic dealers in tobacco and cigars admit that the consumption of these goods in Canada is not increasing in a ratio proportionate to the increase in population. To certain sections of the community this is an encouraging feature, but to the dealers themselves it is not a source of very great satisfaction. On the other hand the consumption of cigarettes is increasing in a larger ratio of percentage than the population. This is taken to indicate that smokers among the urban population are increasing in greater proportion than the rural, as few cigarettes are smoked in the country.

Imports of tobacco for home consumption and manufacture have increased 5 per cent. per year during the past three years. Cigar imports have increased 5 per cent., and cigarettes 25 per cent.

During the year 1904 eleven million pounds of tobacco were used in Canada, in one shape or other. Of this amount 7,500,000 pounds were imported goods, and 3,500,000, home-grown product.

It is encouraging to those who advocate the use of the home-grown product to note the great increase in the amount of Canadian tobacco consumed in Canada during recent years. In 1897 only 251,000 pounds of Canadian tobacco were used in Canada. But with the application of the tariff and the increased knowledge of production obtained and applied by the farmers, the Canadian product has become more popular here. Vast quantities of tobacco are now grown in the Lake Erie counties of Ontario and in Quebec. Cultivation of Sir Walter Raleigh's weed has also been commenced in British Columbia. Montreal is a good distributing centre for tobacco and cigars, the largest tobacco warehouses and cigar factories in Canada being located here.

The number of cigarettes entered for consumption in Canada in the twelve months to July totalled, according to the estimate of the Inland Revenue Department, 391,972,137, which is almost a third more than the consumption of the preceding year. The consumption for 1905 was 269,234,939, the consumption for 1904 was 250,860,387. Ten years ago it was 93,798,000, from which it can be seen at a glance what enormous strides the cigarette has been making in Canada during recent years.

The consumption of tobacco of all kinds last year was the largest on record, being estimated at 2.953 pounds per head of population. The consumption of cigars was 193,816,575 compared with 193,827,342 in the year 1905 and 137,276,105 in 1904.

MR. MORTIMER DAVIS,
American Tobacco Company of Canada, Limited

MR. J, M. FORTIER
Of J. M. Fortier, Limited.

MR. WILL. H. WHYTE,
Secretary and Underwriter. The Royal Marine Insurance Co.

New Offices and Factory of the American Tobacco Company, of Canada, Limited.

SIGNIFICANT of prosperity and progress are the above new buildings, which also indicate the magnitude to which the business of manufacturing cigarettes has grown in Canada.

The old premises on Cote St. having proved entirely inadequate, the construction of these buildings on St. Antoine Street was commenced last year, and they have only recently been completed. Manufacturing operations are now in full swing there on a larger scale than was formerly possible.

This group of buildings is remarkable from an architectural point of view, because they are the finest of their kind in Canada. Constructed entirely of reinforced concrete, their solidity and strength is evident, and they are a striking example of this modern method of construction. In fact it is stated by experts that they form the most perfect example of monolithic construction in the world.

Besides the main building comprising the factory and offices, there is the shipping department, the leaf storage building, power plant, stable, stock house, etc. They constitute the largest tobacco factory in Canada, and their extent gives some idea of the immense demand for

SWEET CAPORAL CIGARETTES.

A Great Manufacturing Centre

IN a history of British America published nearly eighty years ago, by Mr. Hugh Murray, F.R.S.E., the author refers to ashes as the principal manufacture in Canada. The clothing of the inhabitants was largely home-made, that is to say the product of the women within their homes. "The coat of the Canadian farmer, or habitant as he is sometimes called, is usually of a kind of gray homespun, or étoffe du pays; a warm and substantial cloth made of mixed wool of good quality. In addition to this etoffe du pays a coarse kind of cotton is made, but only in small quantities. Coarse linens are also produced, and at the prize shows of the agricultural societies samples of sheeting are occasionally exhibited quite equal to that of Russia. In every Canadian house are to be seen carpets and mats formed of thread obtained from old materials; worsted stockings and socks and straw hats were also produced by the thrifty house-wife." Properly speaking, however, the manufactures of Montreal eighty years ago consisted of cut nails, soap and candles, leather, linseed oil, ale and beer, whiskey, and bricks. To-day Montreal is the centre of the cotton manufacturing of Canada; the great proportion of the sugar consumed in Canada is refined here; the largest paint mills are here located. Its mills produce iron and steel bridges, and structural work which finds a market throughout the Dominion. It is the leading centre of the boot and shoe industry. The country's entire white lead industry is to be found here. It is the chief producer of rubber goods, and the production of nails still remains a large and important industry. It has wall paper, oil cloth, sewing machine, typewriter, telephone, electrical apparatus, glass, jewellery, ready-made clothing, tinware, trunk, and many other of the largest industries of Canada. In a word, it continues to retain its supremacy as the chief manufacturing centre of the country.

THE STONEWALL JACKSON CIGAR FACTORY

The manufacturing progress of Montreal in the last twenty years covered by the census returns is thus shown:

	1881	1891	1901
Capital....................	$33,317,680	$56,345,771	$68,725,565
No. of Employees..........	34,669	41,572	53,144
Wages.....................	$ 9,340,374	$14,083,778	$20,683,068
Value Materials...........	$33,660,096	$43,739,248	$45,276,155
Value Products	$54,529,662	$75,669,652	$84,490,942

Six years have elapsed since the last census was taken, a period of remarkable development and expansion in trade and manufactures, and it is safe to etimate the annual value of manufacturing products of Montreal at this time as not less than $125,000,000.

According to the census of 1901, the following were among the important industries of the city:—

THE REWARD OF MERIT

The STONEWALL JACKSON CIGAR

ENJOYS ENORMOUSLY THE LARGEST SALE OF ANY CIGAR IN CANADA

H. JACOBS & CO., MONTREAL
Makers

Cable Addresses:
"GRANDA" { HAVANA / MONTREAL
A B.C. Code Used

P.O. Box 452

The Largest Clear Havana Cigar Factory under the British Flag

Granda Hermanos Y Ca.

MANUFACTURERS OF

Clear Havana Cigars
Exclusively

Our Registered Brands are

Manana, El Imperio, Prince Rupert, La Ritica

Havana Office, Principe Alfonso, 199 Habana, Cuba
Factory, 54 to 60 Foundling Street
Office, 38 St. Peter Street
MONTREAL

The St. Lawrence Tobacco Co.
Limited.

ST. LAURENT, Near Montreal

MANUFACTURERS OF THE FAMOUS BRAND

BULL DOG

Smoking and Chewing
: : Plug Tobaccos : :

Speciality: Cigar Leaf Tobacco, Packed for Export.

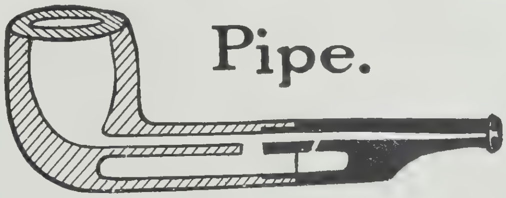
BINDERS AND FILLERS

Write for Quotations

Phone Up 4096.

Telegraphic Address;
"MONTREAL."

Young's Patent Pipe.



Connoisseurs declare it the most sensible Patent Pipe put on the Market.

Made in Six Shapes.

BEST SELECTED BRIAR.

SILVER MOUNTS.

Sent on receipt of price if your Tobacconist does not keep them.

$1.50 Post Paid.

Sole Agent for Dominion:

W. J. GRANT,
506 Lindsay Building, MONTREAL.

J. M. FORTIER, LIMITED, CIGAR AND CIGARETTE FACTORY

THE C. GRATTON & CO., BUILDING

	Employees No.	Wages $	Products $
Boots and Shoes	4,382	1,451,257	7,024,724
Clothing	5,298	1,410,308	6,224,095
Tobacco and Cigars	1,591	506,956	2,082,892
Hats, Caps and Furs	1,217	313,269	2,444,756
Foundries and Machine Shops	1,348	570,630	1,953,792
Shirts and Collars	1,748	347,200	1,544,800
Bread, Biscuits and Candy	1,221	373,806	2,300,647

The progress of manufacturing industries in Montreal since 1901 is thus exhibited:—

	VALUE OF PRODUCT 1901	1906
Montreal City	$71,099,750	$ 99,746,772
Maisonneuve	6,008,780	6,866,107
St. Cunegonde	2,940,381	5,475,688
St. Henry	4,139,391	4,372,949
Mile End	200,140	1,414,331
Westmount	102,500	168,828
Total Montreal	$84,490,942	$118,044,675

The increase in the quinquennial period, about 40 per cent. is remarkable, and points conclusively to the permanency of Montreal as the chief manufacturing and commercial centre of the Dominion. The growth of industries, by value of product, in the principal cities and towns of Canada during the past five years has been:

	1901	1906	INCREASE
Montreal	$84,490,942	$118,044,675	$33,553,733
Toronto	60,366,857	88,267,114	27,900,257
Hamilton	17,122,346	24,625,776	7,503,430
Winnipeg	8,616,248	18,983,290	10,367,042
London	8,122,185	12,626,844	4,504,659
Peterboro	3,789,164	11,566,805	7,777,641
Quebec	12,779,546	11,388,045	....
Vancouver	4,990,152	10,067,556	5,077,404
Halifax	6,927,552	8,145,016	1,217,464
Brantford	5,564,695	8,545,679	2,980,984
Ottawa	7,638,688	9,431,576	1,792,888
Hull	3,182,050	4,892,381	1,710,331
Lachine	2,909,847	4,309,759	1,399,912
St. John	6,712,769	6,918,638	205,869
Sault Ste. Marie	738,472	5,251,643	4,513,171
Sydney	631,396	4,058,659	3,427,263

J. M. Fortier, Limited.

MANUFACTURERS OF

Cigars, Cigarettes and Tobaccos

CELEBRATED BRANDS

"Chamberlain" and "Crème de la Crème"

414 NOTRE DAME ST. WEST - - MONTREAL.

**HARRIS,
HARKNESS & CO.**
29 St. Peter Street

MANUFACTURERS OF

"VAN HORNE"

The Highest Grade 10c Cigar in Canada

C. Gratton & Co.

H. FORTIER

Importers of

Pipes, Tobaccos & Cigars

*Bell Tel. Main 2864.
Office - 1959.*

269-271-273 St. Paul St., MONTREAL

STATISTICS OF THE CAPITAL EMPLOYED IN ESTABLISHMENTS IN 1905.

The capital employed in manufacturing industries increased from 1900 to 1905 by $397,000,000, or about 90 per cent., while production increased by $234,000,000, or about 50 per cent. The apparent disparity in these ratios of increase is, no doubt, owing to the inability of recently established works to produce to their full capacity. In cars and car works, for example, the ratio of production to capital in 1900 was 151, and in 1905 it was 101, in Portland cement works it was 86 and 15, in smelting works it was 67.5 and 32.5, and in electric light works it was 17 and 9 for each year respectively. The five years have been a growing period in industrial investment, and the full results are not yet realized.

CENTRAL VIEW OF MONTREAL FROM MOUNTAIN PARK

CAPITAL EMPLOYED IN MANUFACTURES.

	1900	1905
Abrasive goods	$ 126,387	$2,459,53
Aerated and mineral waters	905,741	2,106,73
Agricultural implements	18,207,342	28,409,80
Aluminium and aluminium ware	....	745,43
Artificial feathers and flowers	12,000	11,300
Artificial limbs and trusses	34,634	77,050
Asbestos	....	8,621,683
Awnings, tents and sails	269,727	728,835
Axes and tools	1,169,607	3,672,75
Axle grease	....	115,110
Bags, cotton	915,663	....
Baking powder and flavoring extracts	273,965	1,007,446
Baskets	147,106	302,510
Batting	178,759	....
Belting and hose. leather	246,300	578,675
Bicycles	1,052,700	1,036,836
Bicycle repairs	$ 24,000	$ 28,900
Billiard tables and materials	77,635	300,000
Blacking	64,468	93,313
Blacksmithing	81,750	496,345
Blankets and sweat pads	....	270,500
Boats and canoes	141,545	356,606
Boilers and engines	5,552 862	4,648,058
Boots and shoes	11,005,869	11,819,165
Boot and shoe supplies	356,090	785,061
Boxes and bags, paper	563,197	1,266,165
Boxes, cigar	271,787	86,000
Boxes, wooden	1,631,028	1,473,007
Brass and iron beds	....	662,507
Brass castings	1,145,403	1,025,078
Bread, biscuits and confectionery	$6,996,204	$10,367,799
Brick, tile and pottery	4,210,244	7,110,685
Bridges, iron and steel	1,755,379	3,341,754
Brooms and brushes	547,304	823,446
Butter and cheese	6,161,085	9,668,639
Buttons	258,137	105,000
Carbide of Calcium	....	922,000
Cardboard	235,540	828,911
Carpets	711,951	1,351,355
Car repairs	4,535,257	4,391,800
Carriages and waggons	6,615,525	9,654,926
Carriage and waggon materials	1,315,318	2,069,749
Cars and car works	2,475,602	14,248,654
Cement block and tiles	....	202,975
Cement, Portland	891,959	8,625,240
Chewing gum	....	154,637
Church decorations	43,410	115,300
Clothing, men's custom	5,420,144	5,287,567

E. N. Heney Co.

Limited

WHOLESALE MANUFACTURERS OF

Fine Carriages and Sleighs, Harness, Horse Blankets, etc.

OFFICE and SHOW ROOMS, 333-335 St. Paul St., Montreal
FACTORY, 1248-1292 Notre Dame St. East, Montreal

This well known firm, established in the year 1875, occupies to-day a position as one of the most prominent and progressive manufacturing industries of the city of Montreal. Their product is increasing in popularity, as is evidenced by the steady growth of their business. In their carriage department, the demand for the well known "Crown" line of vehicles is such, that the capacity of their factory is taxed to its utmost, turning out upwards of 5,000 high class vehicles annually, in addition to a full line of sleighs. They employ in their various departments a force of 250 to 300 skilled workmen, who are constantly employed. They also employ 10 travellers, who are on the road all the time, keeping in touch with the numerous patrons of the Company. In addition to their home trade they have a large and growing export trade to Great Britain, South Africa, New Zealand, West Indies and Ceylon.

The business was established 32 years ago by the late Mr. E.N. Heney and 10 years later his brother, Mr. W. F. Heney was taken into partnership. Since the death of the former, a few years ago, the business has been entirely under the control of Mr. W. F. Heney, who, as Vice-President and Managing Director of the Company, exercises a close supervision over all the details of the business.

The premises at 333-335 St. Paul St. consisting of a 5 storey and basement building with 35,000 sq. ft. of floor space, are occupied by the office and show rooms on the first floor, with the harness factory and store rooms occupying the remainder of the building. The factory at 1248-1292 Notre Dame St. East is particularly adapted for the manufacturing of carriages and was occupied as such in January, 1896. The main building is of 4 stories 165 x 60 ft. with an extension of 125 x 40 furnished with electric power and a full line of modern and labor-saving machinery of the latest pattern.

A visit to their show rooms is very interesting, for they carry a large stock of fine carriages in all fashionable styles, with harness and saddlery of all kinds, and full lines of saddlery hardware, horseclothing, whips, rugs, blankets and everything in connection.

The total volume of business of this Company is now such that they are recognized as being the largest manufacturers of their lines in the Dominion.

TELEPHONE, MAIN 4680

ST. LAWRENCE WAGGON CO.

LIMITED.

MANUFACTURERS OF

EXPRESSES, HOSE WAGGONS and
LADDER TRUCKS,
LORRYS, FLOATS, CARTS, Etc.

44 GREY NUN STREET,
MONTREAL.

TIRES RESET WHILE YOU WAIT.

The Dominion Wadding Co.

Manufacturers of all weights of

White and Black Waddings,
:: Upholsterers' Paddings ::

And the Superior Brands of

"PATENT ROLL"

COTTON BATTING

"North Star," "Crescent" and "Pearl"

H. F. and H. E. STEARNS

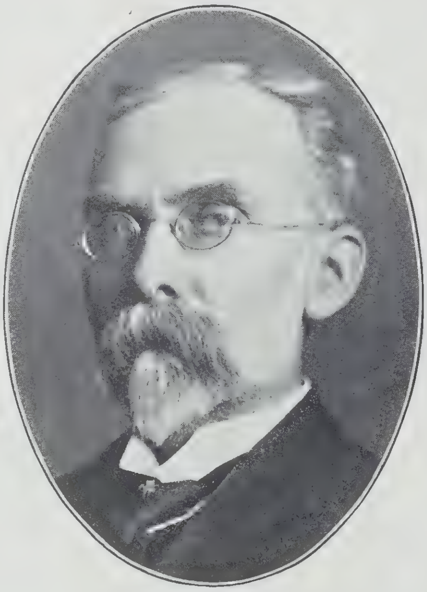
William and Vinet Sts.,

MONTREAL

Clothing, men's factory	$3,843,799	$6,562,452
Clothing, women's custom	2,492,118	1,879,294
Clothing, women's factory	1,051,481	4,195,814
Cocoa and chocolate	152,075	303,699
Coffee and spices	1,044,272	1,608,812
Coffins and caskets	644,222	1,029,130
Coke	....	1,579,653
Combs	....	59,164
Condensed milk	324,425	607,000
Confectioners' supplies	....	136,000
Cooperage	559,595	1,838,396
Cordage, Rope and Corks	173,421	320,500
Corsets and supplies	410,501	710,566
Cottons	18,298,699	21,938,823
Cutlery and edge tools	316,325	208,850
Dies and moulds	16,000	191,750
Drugs	1,606,608	2,746,968
Dyeing and cleaning	225,850	508,805
Electrical apparatus and supplies	5,267,397	14,399,666
Electric light and power	11,891,025	80,393,445
Elevators	196,423	617,635
Enamelware	....	322,000

Hardware, carriage and saddlery	$418,381	$1,010,833
Harness and saddlery	2,512,301	4,085,223
Hats, caps and furs	4,136,236	6,775,660
Hosiery and knit goods	3,723,197	6,682,195
Incubators	....	67,800
Ink	46,700	181,912
Interior decorations	142,928	482,598
Iron and steel products	9,829,560	9,071,938
Jewellery cases	19,279	58,063
Jewellery and repairs	613,053	1,627,329
Ladders	27,100	....
Lamps	111,010	98,217
Lasts and pegs	122,300	78,741
Lead bar and pipe	338,925	....
Leather goods	15,450	315,150
Leather, tanned, curried and finished	7,300,584	11,193,851
Lime	484,812	1,820,387
Liquors, distilled	7,874,724	10,209,004
Liquors, malt	10,925,679	12,834,573
Liquors, vinous	534,055	771,204
Lock and gunsmithing	138,800	280,796
Log products	55,605,666	99,634,553

MR. ALEXANDER RAMSAY,
of The A. Ramsay & Son Co.



MR. D. W. BOLE, M.P.,
President, National Drug & Chemical Co. of Canada, Limited

MR. C. W. VOLLMANN,
of Linde British Refrigeration Company, Limited

Evaporated fruits and vegetables	$371,321	$439,500
Explosives	589,450	901,955
Fancy goods	56,125	51,000
Featherbone	....	304,437
Fertilizers	130,910	324,518
Fish, preserved	7,992,893	7,858,248
Flax, dressed	325,936	241,932
Flouring and grist mill products	14,686,558	31,414,540
Foundry and machine shop products	16,274,645	30,351,498
Fringes, cords and tassels	43,534	91,500
Fruit and vegetable canning	2,004,915	3,480,215
Furs, dressed	....	131,000
Furnishings goods men's	2,821,302	3,891,032
Furniture and upholstered goods	7,399,540	11,254,566
Gas, lighting and heating	7,692,101	10,283,114
Glass	1,552,692	863,500
Gas machines	29,850	99,681
Glass, stained, cut and ornamental	40,070	114,408
Gloves and mittens	778,003	1,566,980
Glue	60,043	208,500
Grindstones and pulpstones	39,850	231,000
Hairwork	99,176	167,016

Lumber products	$9,143,276	$20,026,993
Malt	227,190	738,300
Matches	240,064	252,000
Mats and rugs	55,507	47,800
Mattresses and spring beds	449,583	492,641
Metallic roofing and flooring	385,119	600,400
Mica, cut	221,248	243,449
Mirrors and plate glass	200,500	240,057
Monuments and tombstones	935,997	1,768,321
Musical instruments	3,990,728	5,172,176
Musical instrument materials	300,119	487 373
Oils	2,431,271	3,939,308
Oil clothing	639,990	1,296,683
Optical goods	115,700	171,600
Painting and glazing	89,283	157,800
Paints and varnishes	2,217,059	3,115,910
Paper	7,507,819	21,260,157
Patent medicines	1,103,065	3,061,397
Patterns	....	37,300
Photographic materials	119,126	485,358
Photography	95,456	16,100
Picture frames	447,792	525,817

MAX F. KELLER,
General Manager,
MONTREAL

WM. H. WELSH,
General Superintendent,
TORONTO

THE

Canadian Detective Bureau

LIMITED.

General Offices - - - TORONTO, Ont.

Head Office, Eastern Division - - - - - MONTREAL, Que.

BANK OF OTTAWA BUILDING, ST. JAMES STREET.

A. C. LANCEY, Superintendent.

OFFICES:

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Montreal, Que.
Ottawa, Ont.
St. John, N.B.
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Winnipeg, Man.
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Dawson, Y.T.

CONNECTIONS IN:

New York. London. Paris.

This Bureau is prepared to undertake all legitimate detective work, and with its Branches from one end of the Dominion to the other, is particularly well equipped to handle the business satisfactorily.

CANADIAN PACIFIC RAILWAY'S TELEGRAPH

HAS EXCLUSIVE CONNECTION WITH THE

Postal Telegraph Cable Company
Commercial Cable Company
Pacific Cable to Australia
Commercial Pacific Cable to China and Japan
Halifax-Bermuda Cable Company
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AND THE

Dominion Government Telegraph to the Yukon
Thus reaching all the important parts of the world.

DESPATCHES TRANSMITTED WITH PROMPTNESS AND ACCURACY

Telegrams filed on the European Continent should be marked "via Commercial Cable". Money Orders issued to all parts of Canada and the United States.

Head Office, Montreal

Cor. St. Francois Xavier and Hospital Sts.

BRYANT BROTHERS & CO.

84 ST. FRANCOIS XAVIER ST., MONTREAL
(Opposite Montreal Stock Exchange.)

BROKERS AND DEALERS IN

COBALT, LARDER LAKE, BRITISH COLUMBIA AND ALL MINING AND INDUSTRIAL STOCKS

We have private wire connections with New York, Boston, Chicago and Toronto and have nine long distance Bell Telephones enabling us to maintain an active market and successfully handle the large and expanding business with which we are constantly being favored

YOUR BUYING AND SELLING ORDERS SOLICITED

Pipe and boiler covering	$40,100	$740,41
Plaster	62,600	62,000
Plaster and stucco	....	14,500
Plumbers' supplies	588,162	2,291,855
Plumbing and tinsmithing	4,468,296	8,532,203
Printing and book-binding	2,830,814	5,536,008
Printing and publishing	13,726,039	16,009,049
Printing presses	541,064	75,000
Pulleys	205,520	451,605
Pumps and windmills	739,737	742,695
Railway supplies	573,155	658,918
Refrigerators	128,617	254,000
Regalias and society emblems	....	21,770
Roofing and roofing materials	257,050	687,735
Rubber clothing	169,650	264,200
Rubber and elastic goods	1,354,321	1,240,900
Safes and vaults	$232,610	$418,300
Salt	689,163	628,000
Saws	419,534	738,864
Scales	279,414	435,375
Screws	714,586	....
Seed cleaning and preparing	502,900	660,100
Sewing machines	1,110,167	885,710
Ships and ship repairs	3,156,169	3,139,403
Shoddy	146,210	165,660
Shooks, box	107,416	214,650
Showcases	....	269,260
Signs	15,200	68,680
Silk and silk goods	....	1,828,561
Silversmithing	781,456	1,170,706
Skates	....	37,000
Slaughtering and meat packing	5,395,162	6,748,110
Slaughtering, not including meat packing	$	$ 935,501
Smelting	10,483,112	87,482,829
Soap	2,321,207	2,655,508
Spinning wheels	....	9,000
Stamps and stencils	....	92,104
Starch	990,075	1,350,300
Stationery goods	590,555	718,206
Stereotyping and electrotyping	88,563	130,812
Stone, cut	41,505	1,472,126
Stove polish	....	14,900
Sugar, refined	10,104,585	13,412,517
Tallow, refined	....	194,820
Textiles, dyeing and finishing	1,388,509	925,000
Thread	....	339,649
Tobacco, chewing, smoking and snuff	4,747,030	4,664,511
Tobacco, cigars and cigarettes	2,500,510	5,924,180
Umbrellas	$126,663	$120,000
Vinegar and pickles	633,453	750,289
Wall paper	1,059,500	1,419,451
Washing compounds	31,500	37,700
Washing machines and wringers	128,673	232,276
Watch cases	846,642	353,382
Wax candles	57,400	99,200
Window blinds and shades	586,592	628,000
Wire	1,599,118	3,981,192
Wire fencing	225,950	871,113
Woodenware	....	700,000
Wood pulp, chemical and mechanical	11,558,560	11,164,768
Woodworking and turning	633,986	909,966
Wool, carding and fulling	7,800	127,040
Woollen goods	10,486,198	6,938,683
Wool pulling	44,210	177,200

INCLINE RAILWAY, MOUNTAIN PARK

RAMSAY'S PAINTS

Let us tell you something about a business paint, for a business man! It means business for you to have a paint that gives satisfaction and is nicely put up. It means business to have a paint that carries nice show cards and advertising matter. It is good business to have a paint at the right price that will yield you a proper profit. All this we guarantee with RAMSAY'S PAINTS

RAMSAY'S EXTERIOR WHITE LEAD

The very best white lead in the market to-day. The proper thing to stock when Pure Lead is so high. Proved by actual photographic test to be superior to any Pure White Lead in the world. Let us send you our booklet on this notable invention. The only Exterior is Ramsay's Exterior.

CREOSOTE STAINS

See our high grade Shingle Stains, brilliant colors, high standing qualities. Beware of exorbitant prices for imported Stains; it is a mistake to pay them. Let us quote you. . . . .

THE
A. RAMSAY & SON COMPANY
ESTABLISHED 1842 MONTREAL. PAINT MAKERS

The Montreal Plate Glass and Mirror Co., Ltd.

Authorised Capital $25,000.00

MANUFACTURERS,
IMPORTERS AND
EXPORTERS OF

Mirror, Plate and
Ornamental Glass.

Bevelling, Grinding, Chipping
and Re-Silvering a Speciality.

Office, 104 St. Francois Xavier Street,
Factory, 63 St. Louis Street,
MONTREAL.

Senour's Floor Paint

"It wears, and wears, and wears"

It dries hard over night—no stickiness.

Senour's Floor Paint will outwear the majority of similar paints. It cements the cracks, fills the pores of the wood, and makes a hard serviceable coating. The more it is scrubbed, the harder it becomes.

Senour's Floor Paint is the recognized standard on the American Continent, do not take anything said to be just as good.

Sold by Dealers
Everywhere

The Martin-Senour Co., Ltd.
MONTREAL CHICAGO

Drugs, Oils and Paints

IN THE list of the active business interests which give to Montreal its metropolitan distinction and prominence there is none of greater importance than that connected with the importing, manufacture, distribution and sale of articles in the line of drugs, and chemicals, and the kindred lines of paints, oils and similar commodities.

The manufacturing interests in these lines are to a very large extent centered in this city for the entire Dominion, while other Canadian manufacturers, recognizing the metropolitan character of the market here, have established in the city direct branches and distributing agencies.

As an importing centre especially, Montreal is particularly prominent in the drug trade, the leading English and American manufacturers being represented in the market to a large extent by commission merchants or jobbing houses, which distribute their goods throughout Canada. This business is largely represented by old firms long prominent in connection with the business activities of the city and of the Dominion at large, and the aggregate business in this line constitutes it one of the most important of the larger business interests of the city.

In special departments of the drug trade extensive manufacturing interests have been built up in this city, not only by firms of Canadian origin and membership, but also by leading manufacturers, whose specialties have gained prominence in Great Britain or the United States, and who, in order to more effectively control a share of Canadian trade, have found it to their interest to establish here manufacturing branches to supply their staple products throughout the Dominion.

The trade in oils, both illuminating and lubricating, also constitutes a feature of marked importance in the business activities and industries of Montreal, where, because of the extensive manufacturing and steam using establishments of the city and the large use of labor-saving machinery, there is an especially extensive local demand for lubricants added to the large business controlled in the same line for distribution throughout the Dominion. Every kind of lubricating oils and greases for all classes of service are handled by these firms as well as boiler compounds and related lines of goods that are required by machine users.

One of the lines in which this city has attained particular distinction, both as a manufacturing and distributing centre, is that of the production of paints, varnishes, white lead, zinc and similar lines, in which a large trade is controlled by firms that keep in close touch with the best sources of supply at home and abroad, and who represent the best manufacturers of Great Britain and the United States, in addition to making and handling domestic products in this line. The best known brands of paints, oils and varnishes, many of which have a world-wide fame, are distributed by Montreal houses, while in the manufacturing branch a special feature is made of the production and handling of ready-mixed paints, put up in convenient form and in many shades, thus relieving the consumer of the task of mixing, and these paints include varieties suitable for both inside and outside work, as well as for vehicles, etc., These various lines of manufacture and trade constitute especially important interests of the city, and add to its prominence as a centre of wholesale distribution for the entire Dominion.

BUILDING OF THE NATIONAL DRUG & CHEMICAL CO., OF CANADA, LIMITED

National Drug and Chemical Company

OF CANADA, Limited.

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ST. JOHN, N. B.
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OTTAWA, ONT.
KINGSTON, ONT.
TORONTO, ONT.
HAMILTON, ONT.
LONDON, ONT.
WINNIPEG, MAN.
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AND

Manufacturers of Pharmaceuticals, Chemicals, etc.

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MONTREAL

C. P. R. TELEGRAPH.

As an instance of the enormous growth of the company's telegraph business, the following details are of interest:—

When the Montreal office was first opened in September, 1886, at the time the company declared itself to be ready for the acceptance of commercial business, there was but a single quadruplex wire to Ottawa, the first side working into a duplex to Toronto and the second side to a single wire to Winnipeg; one local way-wire to Ottawa; a railway wire to Fort William; a train dispatching wire to Ottawa, and two single wires to New York, making a total of five single sets and one quadruplex. Now there are twelve quadruplexes, five duplexes, one phantoplex and forty single wires. These include four quadruplexes to Toronto, two to Ottawa, one to North Bay, two to Quebec, two to St. John, and one to New York; one duplex to Canso, another to Vancouver, and three to Winnipeg. Two additional quadruplexes, one duplex and another phantoplex are now being added to this equipment, altogether revealing a most substantial and gratifying advance over original conditions.

THE PILKINGTON BROS., LIMITED, GLASS DEPOT.

A further evidence of progress is also made conspicuous by comparison. In 1886 the staff in the Montreal operating room consisted of three chiefs, eight operators and three check boys; now the payroll for this room provides for one hundred and thirty-one names. The growth over the entire system has been practically in the same ratio of advance.

The following statistics relative to some of the longest circuits will be of interest:—

MR. BENJAMIN BURLAND
President, Trout Lake Cobalt Mining Company

Montreal-Vancouver duplex, 2,904 miles, two repeaters, 300 pounds copper wire; Montreal-Winnipeg, two duplexes, each 1,422 miles, one repeater, 210 pounds copper wire. On these two duplexed wires a telephone circuit is worked successfully between Montreal and North Bay, 360 miles, and another telephone circuit is now being installed between North Bay and White River, 384 miles. Then there is the Montreal-Winnipeg duplex, 1,422 miles, two repeaters, No. 6 B. W. G. iron; Toronto-Winnipeg, duplex, 1,506 miles, two repeaters, No. 6 iron; Winnipeg-Vancouver, two duplexes, 1,482 miles, one working on a 210 pound copper, with one repeater, and the other 210 pound copper, and No. 6 iron with two repeaters; Montreal-Canso duplex 997 miles, one repeater, 210 pound copper wire 840 miles, remainder of circuit No. 6 iron; Montreal-Canso, first side of a quadruplex 480 miles, remainder duplex, with a second repeater at Halifax; Montreal-Chicago, 900 miles, one side of a quadruplex Montreal to Toronto, remainder duplex. One phantoplex is worked between Montreal and North Bay, 360 miles, and another is now being set up, Montreal to St. John, N.B., 485 miles.

Dynamos are used at Montreal and Toronto and storage batteries at St. John, Ottawa, Fort William Winnipeg and Vancouver, and are also being installed at Sudbury and Calgary.

The future ample extension of the Canadian Pacific Telegraph system would appear to be an assured fact, for the Dominion of Canada itself has entered upon an era of prosperity, development and increase of population unprecedented in its history. In order to keep pace with the consequent demands upon the telegraph thus created, added facilities will be necessary; particularly is this true in the newer provinces of Manitoba, Saskatchewan, Alberta, British Columbia, even to the northward in Athabasca.

The Largest Makers of Painting Material in the Dominion of Canada.

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COMPANY

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COMPANY

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LIMITED
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MONTREAL.
F. B. BAMFORD,
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MAUBEUGE, FRANCE.

MANUFACTURERS OF
Pilkington's Patent Prismatic Rolled

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Fancy and Plain Cathedral Glass.

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Which diffuses and radiates LIGHT into DARK places.

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Polished Wired Plate Glass.

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Glass Cells for Electric Storage, etc.

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ESTABLISHED
1858

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LIMITED, MONTREAL
MANUFACTURERS OF
Fine Varnishes and Paints
SUCCESSORS TO
R. C. Jamieson & Co. and The Baylis Mfg. Co.

FACTORIES:
16-32 NAZARETH STREET

23-29 St. Thomas Street

Paper and Printing

IN THE list of the active interests and industries of Montreal, those connected with the manufacture and handling of paper, the executing of printing, engraving, lithographing work, etc., and the handling and production of stationery, blank books and office supplies are all interests of large importance.

The paper industry is one especially prominent in this city, where are located the leading manufacturing firms and companies of Canada in this line, including firms engaged in the manufacture of wood pulp, as well as firms that have mills located at various points and carry on the manufacture of paper upon an extensive scale. A large amount of capital is invested in the business, and a trade is controlled that extends to all parts of Canada in this line.

The printing industry is represented in Montreal by firms that in the quality of the work they turn out are surpassed by none anywhere, and in fact there are no lines of productive activity in which the advancement made during recent years has been greater or the present results more gratifying than those of printing, lithographing, engraving and kindred reproductive art. Improvements in machinery and devices have added not only to the capacity but have also enhanced the beauty and acceptability of the product, new processes by which photography has been applied to the art of illustration with the most gratifying results, have all combined to so improve these arts that to-day, what are now thought ordinary grades of work are superior to the best of sixty years ago, while the best to-day represents so high an advancement in mechanical improvement and artistic progressiveness as to make each product of a well-regulated press a veritable work of art.

Outside of the newspaper and periodical press, there are established in Montreal, printing offices, lithographing and engraving establishments, which by reason of the highest standard of their production, are entitled to rank with the best on this continent.

Closely related with printing are the various lines connected with supplying the needs of the printing industry, these including the handling of type presses and printers' supplies and materials, in which line of business are engaged a number of representative firms, who by their connections are enabled to supply every want of the modern printer, as the saying goes, "From a perfecting press to a bodkin," and who are the direct representatives of the leading British and American typefounders, press manufacturers, and other producers of modern and up-to-date specialties for progressive printers. The trade in paper that centres in this city has as its principal feature a greatly enlarged business in the product of domestic mills, due to the fact that the paper industry has been greatly improved in Canada, and to-day the leading manufacturers turn out fine book and writing papers which compare favorably with the best imported goods, while their home production enables these firms to place their products on the market at prices with which the foreign manufacturer cannot compete.

The wholesale book and stationery interest is also one of importance in the supplying of a local and outside demand for all standard and popular publications, as well as special lines of books for schools, for the profession, etc. In stationery a heavy local demand, as well as a large shipping business, is controlled by the houses having their headquarters here.

THE CITY HALL, MONTREAL

TRADE MARK

CANADA PAPER CO.

LIMITED, MONTREAL.

TRADE MARK

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Book Papers—Mill Finish, Super-calendered and Litho Papers

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WINDSOR MILLS SPECIAL

ST. LAWRENCE BOND

SILVER STREAM

CANDAPER BOND

SPRINGVALE

CLEAR LAKE LINEN

There are other lines of paper industries of which mention might be made, including the manufacture of paper boxes, paper bags, etc., extensive operations in which complete the prominence of Montreal as a centre of paper printing and kindred lines of trade.

Quebec is 298 years old; Montreal, 264; Halifax, 158; Toronto, 113.

Of the 48 colonies of the Empire, Canada takes the lead.

Canada was the first colony to ask for and receive self-governing powers.

THE STANDARD LIFE ASSURANCE COMPANY BUILDING

FACTS ABOUT CANADA.

Canada is 40 years old, dating from Confederation.

Canada is 148 years old, dating from British Conquest of 1759.

Canada is 372 years old, dating from Cartier's first visit of 1535.

Victoria is 62 years old; Vancouver, 26; Winnipeg, 37.

Canada contains one-third of the area of the British Empire.

Only one-fourth of Canada is occupied, and only one-eighth is under cultivation.

Canada's proportion of population is only 1.5 to square mile.

England has 558, and the United States 21, to square mile.

MCFARLANE, SON & HODGSON,

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LOWER END OF THE BOOMS
St. Raymond Paper Mill Company, Limited.

Canada has nearly a million square miles of practically unexplored area.

Canada has 13,000 miles of coast line, 7,000 being in British Columbia.

Canada has enough land to give each inhabitant 400 acres.

Canada is larger in area than the United States.

Canada is as large as 30 United Kingdoms.

Canada is twice the size of British India.

Canada has 20,378 miles of railway, steam and electric.

Canada's railways have cost over a billion dollars.

Canada's population by first census of 1665 was 3,251.

MR. CLARENCE I. DE SOLA,

Managing Director, Belgian Syndicate, Comptoir Belgo-Canadien
Manager, Canadian Branch of the Ship Building Firm of Swan, Hunter & Wigham, Richardson, Limited, of Wellsend-on-Tyne.
President, Federation of Zionist Societies of Canada.

MR. D. J. RATTRAY,
of D. Rattray & Sons, Limited

Canada's population at Confederation, 1867, 3½ millions.

Canada's population, 1901, 5,371,315.

Canada's population, estimated on June 30th, 1907 6,300,000.

Canada has more than one-half of the white population of all British colonies.

Canada has 87 per cent. of Canadian-born people—4,671,815.

Canada has 8 per cent. of British-born people—405,883.

Canada's population is 73 per cent. rural; 26 per cent. urban.

Canada's western population 50 years ago, 8,000. To-day it is estimated at 1,200,000.

VIEW OF THE SOUTH FALL AND ORIGINAL PULP MILL,
St. Raymond Paper Mill Company, Limited

St. Raymond Paper Co.

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BANKERS: THE CANADIAN BANK OF COMMERCE

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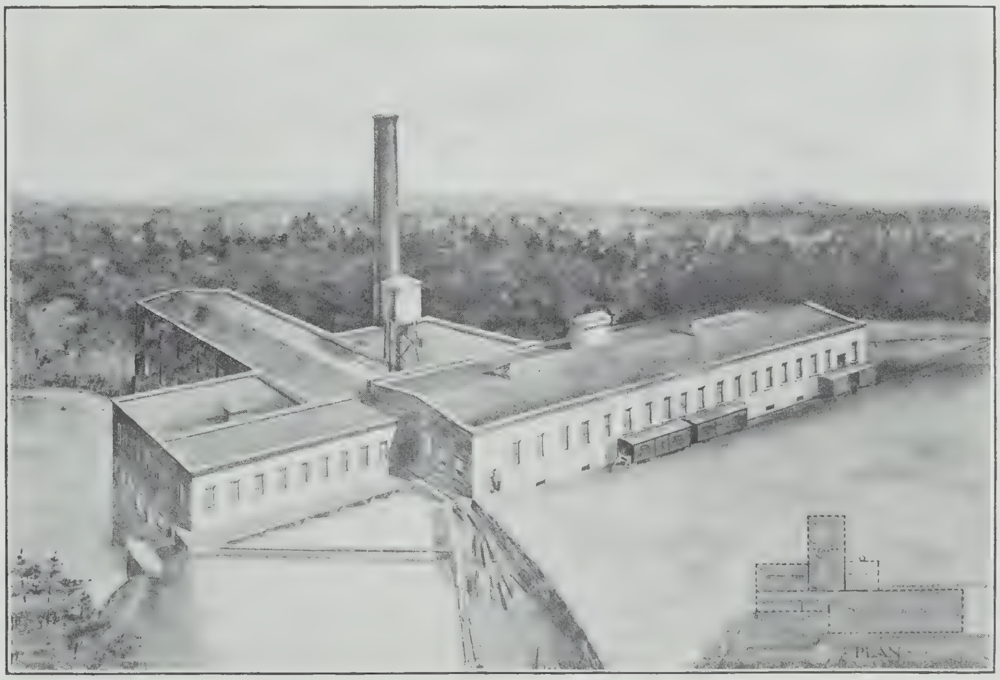
A. B. MACFARLANE, Assistant Manager



PULP AND PAPER MILL

NEWS PRINT HANGINGS

WRAPPINGS, Etc.

Transportation

CANADIAN PACIFIC RAILWAY CO.

TWENTY-ONE years ago the first transcontinental train of the Canadian Pacific Railway steamed out from the old Dalhousie Station, and amidst the enthusiastic cheers of a vast assemblage, the history-making train speeded away on the initial journey to the far-off Pacific Coast. There was then no palatial Windsor Street Station or Place Viger Depot. The road itself had only 4,651 miles of track—a big thing in those days—and one transcontinental train a day, six days in the week. which more than met the actual requirements of the travelling public. In the journey between Montreal and Vancouver five days and a half were consumed, the first train leaving here on the evening of June 28th, 1886, reaching Winnipeg on the morning of July 1st, and Port Moody, then the Pacific terminus, at noon on July 4th.

WINDSOR STATION. CANADIAN PACIFIC RAILWAY CO.

To-day there is a double daily transcontinental service, with the "Over-seas Mail" special every four weeks in each direction, carrying the mails between the Orient and the Mother Country in less than a month, and recently was inaugurated another fast transcontinental service, the "Trans-Canada Limited," running three times a week during July and August, which covers the distance between Montreal and Vancouver in ninety hours, almost two days quicker time than was done 21 years ago, and in the fastest time made by any regular transcontinental train in America.

This will make four transcontinental train services on the C. P. R., where in 1886 one more than suited.

The first train across Canada traversed many miles of unknown and uninhabited country. There were dreary stretches of rock and forest, and the great fertile prairies were but sparsely settled, even within the limits of Manitoba. To-day the silence that then enveloped the land is almost everywhere broken by the loud hum of industry. Cities have grown up, settlements appeared, farms spread out, the buffalo has vanished, to be replaced by sleek stock, which fill John Bull's huge larder. The Indian brave has disappeared except at a few way stations, where they are curiously looked at by passing strangers, and a vast domain,

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whose No. 1 hard wheat is making it known as the great granary of the world, now looms largely on the map.

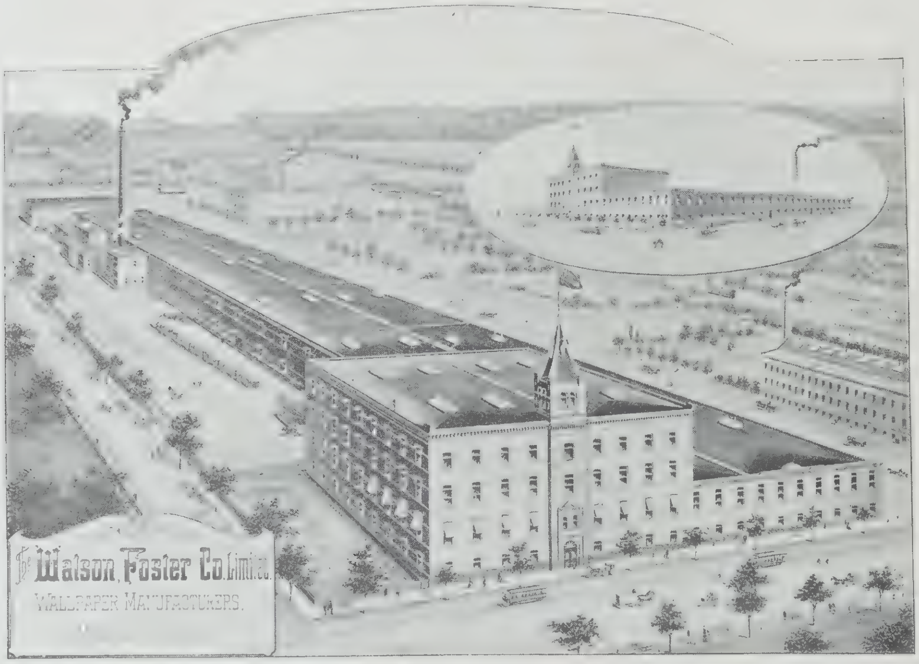
In the history of any country no such wonderful achievement—no such unparalleled success in railway building—has been undertaken and carried out as that double rib of steel, which was begun under difficulties considered and spoken of as unsurmountable. A giant task it was, but giant minds dealt with and worked out the problem.

The organization of the all-rail Canadian route was an event. The building of the Canadian Pacific Railway gave us an "undiscovered" empire—it opened up millions upon millions of waste acres—it preceded population and drew in its wake immigration, with great industrial awakenings, and it breathed life itself into the nostrils of Canada. The Canadian Pacific Railway came to conquer. It forced a passage through seemingly inaccessible heights and in doing so made for all time to come a record of invincibility against defeat; giving to Canada a world-renowned scenic highway, and to commerce and travel a cheap, swift, easy and direct route between the old worlds of Europe and Asia and the new. It became, as it now is, the All-Red line of the Empire. It inaugurated a service fully equipped, ably staffed and directed, and it is a strange and historical fact that almost the first use made of its transcontinental rails was the forwarding of British troops to guard an Empire's trust. Then and then only did Canada and the Empire learn the mission of the C. P. R. Then and then only did the public realize its need.

The early resources of the national railway were bounded and hedged by difficulties. "Bold venture". it was called, and described as the "long chance," but the men who built it builded better than they knew, for the years following its inception proved the correctness of its founders' ambitions. It had truly out-distanced civilization, but, an irresistible force, it civilized.

EARLY DAYS WERE HARD.

Unique in railway annals, this wonder-way saw its dark days—days when it could not meet running expenses, and there are men high in office on its staff to-day who did not regularly receive their salaries at one critical time. But they worked on. No wonder the undertaking succeeded, and that, from a straggling thread rail of a few hundred miles this transcontinental line in twenty-one years became the world's greatest highway. It is the longest line of continuous railway under one management. It has a steamship service on two oceans, with an additional boast of supporting the longest unbroken line of transportation in the world. Along its rails is an endless chain of elevators, with a capacity surpassing that of all others, and finding its supply in the richest grain fields of the universe—grain fields that boast a season's production of over one hundred million bushels of grain. This, remember, the output of western prairie acres alone. This railway, spoken of as the "C. P. R.," has redeemed millions of acres of prairie waste by an irrigation system costing a vast sum of money, making the reviving waters flow abundantly where nature had not smiled. This railway company also possesses a hotel system which has made the C. P. R. host to princes and potentates of all climes, for, from St. Andrews-by-the-Sea to Victoria in British Columbia, handsome structures dot the prairie and the sea and mountain side, the Chateau Frontenac (costing $1,500,000), standing on the historic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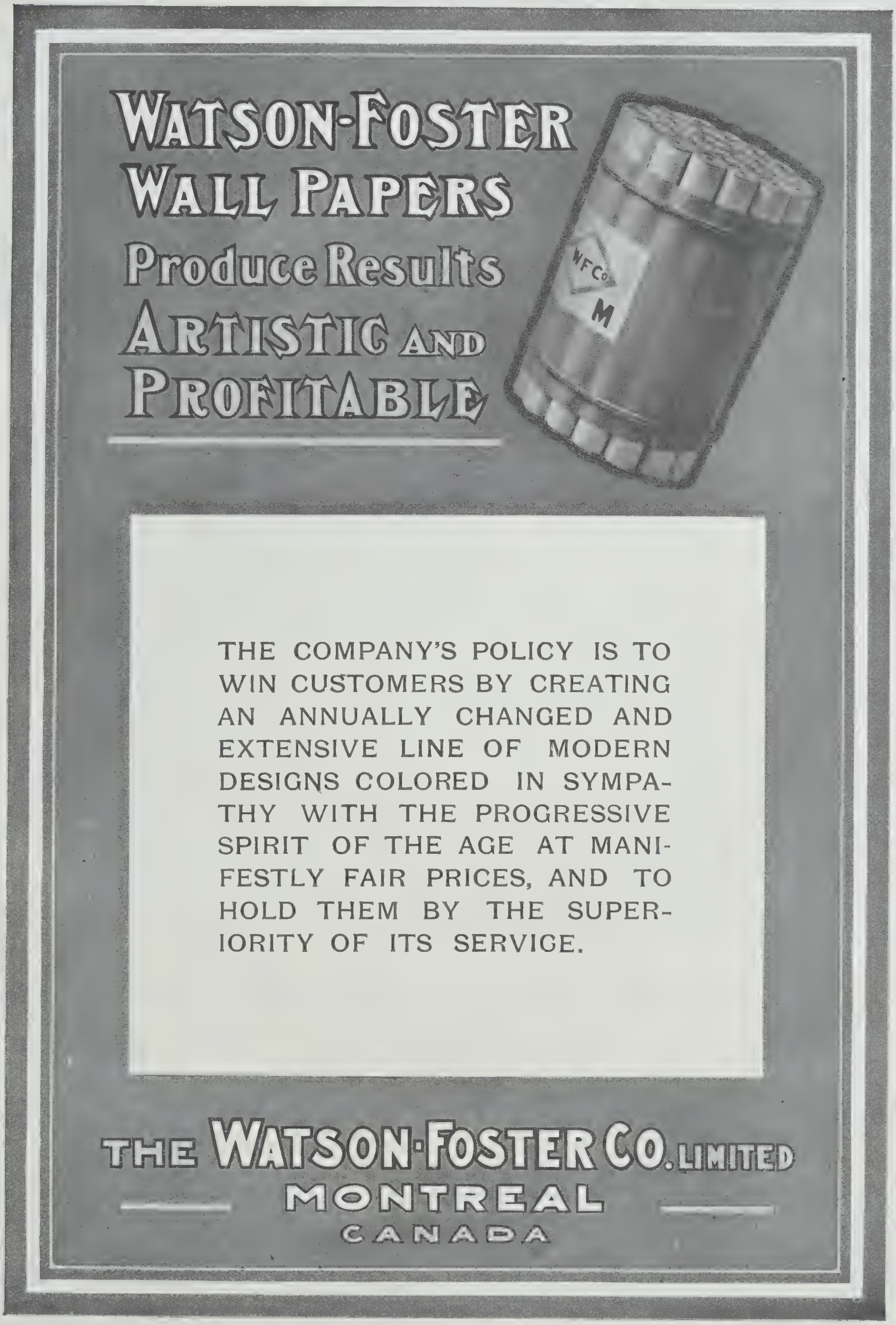
THE WATSON, FOSTER COMPANY, LIMITED



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THE WATSON-FOSTER CO. LIMITED
MONTREAL
CANADA

heights of old Quebec, being a picture gallery of nature alone. There are, too, express and telegraphic services, covering with their connections every civilized land, while the Marconi system makes possible communication with friends while leagues out at sea.

The C. P. R. is not merely a common carrier, for, besides being a transportation company with its own equipment of palatial sleepers and diners, its own steamships and commercial telegraph system, and hotels and facilities for caring for the travelling public, it is one of the largest of the world's land owners, has immense irrigation works, and has been a potent factor in the development of the mining and smelting industries of the West—has even a floral department, supplying thousands upon thousands of packages of flower seeds to the different railway employees along its lines every spring, which will give the C. P. R. in time to come, in addition to that of the All-Red Route, the equally euphonistic title of the Road of Roses.

CHATEAU FRONTENAC, QUEBEC, CANADIAN PACIFIC RAILWAY CO.

* * *

PROGRESS OF TWENTY YEARS.

One and twenty years ago, as has been stated, the C. P. R. mileage was 4,651. To-day it is, including the Soo and Marquette lines, over 13,000, and the mileage is yearly being added to, for with the C. P. R. there is evidently no finality in railway construction.

Then, its annual earnings were but a little over $10,000,000; to-day they aggregate over $70,000,000. Then, the number of passengers carried in a twelvemonth aggregated 1,899,319, and the tons of freight 2,046,195. The present year's figures are not yet available, but last year there were 7,753,323 passengers and 13,933,798 tons of freight carried, and this year will show large increases. Then, the company's operations were almost exclusively confined to Canada; to-day sees the C. P. R. red and white flag flying all the way from Liverpool to Hong Kong, more than half way around the globe. Then, its equipment consisted of 372 locomotives, 304 first and second class passenger cars and baggage and colonist cars, 47 first class sleepers and diners, 27 parlor and official cars, 8,253 freight and cattle cars of all kinds, 178 conductors' vans, 71 boarding, tool and auxiliary cars. On the upper lakes it had three steamships. To-day there are 1,212 locomotives, 1,178 first and second class tourist, colonist and baggage cars, 214 first class sleeping, dining and cafe cars, 53 parlor and official cars, 29,987 freight and cattle cars, 712 conductors' vans, and 1,952 boarding, tool and auxiliary cars. The C. P. R's little fleet of three lake steamships has grown amazingly. On the Atlantic are fifteen liners, headed by the two splendid Empresses. On the Pacific are six steamships plying to China and Japan, and there is a connecting line between Canada and Australia. There is a Pacific coast service that requires a fleet of twelve vessels, amongst which is the Princess Victoria—fastest amongst salt or fresh water craft. On the inland waters of British Columbia sixteen steamers are engaged, and there are two large ferry boats on the Detroit River. The C. P. R. fleet has grown from three to fifty-six vessels.

* * *

TIMES CHANGE, MEN REMAIN.

In all this remarkable progress in only one way has there been but little change. The men—those whose tireless industry and unceasing efforts have aided

JOHN J. PALMER, President.

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J. T. JOHNSTON, General Manager.

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materially in making the C.P.R. the magnificent structure it is to-day—with few exceptions remain at their post of duty. Presidents and directors have come and gone—Lord Strathcona, Sir William Van Horne, R. B. Angus, E. B. Osler and Sir Sanford Fleming alone of all those of 1886 now remaining on the directorate—but the working staff of twenty-one years ago is still largely in evidence. Sir William Van Horne, then vice-president, is now, after filling the presidency, chairman of the board of directors. Sir Thomas Shaughnessy, who was then assistant general manager, has risen to the highest office the company has to offer, and with undiminished vigor and energy and ability is controlling the destinies and directing the policy of this gigantic corporation. Mr. D. McNicoll, then general passenger agent for eastern lines, has, too, won his spurs, and by his splendid executive abilities, gained the position of vice-president, with a seat on the directorate. Mr. I. G. Odgen, then auditor, naturally became, because of his recognized standing in the financial world, third vice-president in full control of the company's finances. Mr. G. M. Bosworth, then assistant freight manager for eastern lines, has risen to the fourth vice-presidency, having direct charge of all passenger and freight traffic. Mr. Charles Drinkwater is to-day, as then, secretary, but with enlarged powers,being also assistant to the president, and Mr. W. Sutherland Taylor still occupies the important position of treasurer. Mr. Arthur Piers, then secretary to Mr. Van Horne, has grown up with the steamship service, and is now general manager of the company's steamship lines. Mr. William Whyte, who was then general superintendent of western lines, has become second vice-president, with all the immense responsibilities of the company's lines west of Lake Superior. Mr. C. R. Hosmer graduated from the management of the telegraphs to a seat on the directorate, and Mr. James Kent has risen from the ranks as his successor. Mr. Robert Kerr, then general freight and passenger agent of western lines at Winnipeg, has become general passenger traffic manager of the entire system, with headquarters in Montreal. Mr. R. Marpole, from superintendent of the Pacific division, has been placed in full control of Coast matters. Mr. Archer Baker has become the company's general representative in London. Mr J. W. Leonard came from a divisional superintendency to the post of assistant general manager, and Mr. A. R. G. Heward, with twenty-five years' of service to his credit, is assistant secretary. Mr. W. L. MacInnes, then in the purchasing department, has become freight traffic manager. Mr. C. E. E. Ussher, who was assistant general passenger agent, has since become assistant general passenger traffic manager, and Mr. G. S. Cantlie, then in the audit department, is now superintendent of car service.

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And so it is with the thousand and one men who, after long and faithful service, still remain the same loyal old guard of the company. There are still on the pay-roll many men who worked for the C. P. R. long before the first transcontinental train was dispatched from Montreal, and who have grown up with the company. To name them would fill volumes. They are continuing their work, if incentive were needed, which apparently it is not, with the knowledge that their services are not unappreciated, nor their existence forgotten. For the company has inaugurated a superannuation fund, by which, on their retirement, without any cost whatever to themselves, they are entitled to a pension, graded according to the positions held. Already 164

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ex-employees are drawing from the pension fund, which amounts to over half a million of dollars—the voluntary contribution of the company.

Looking on the changes which have occurred since the first engine raced over the track, one and twenty years ago, East joining with West, who shall say this transcontinental Wonder Way has not won the birthday honors of full age, and takes its place as heir to Canada's gratitude and praise. So, on the anniversary, let us drink to Canada's pride:

"Here's to the first, the last and the best,
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To the days to be, cheers three times three,
And a tiger—The C P. R."

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THE GRAND TRUNK RAILWAY SYSTEM.

Inseparably associated with the early history of the Dominion and the primal factor in her subsequent progress and development is the Grand Trunk Railway, which is indeed her pioneer railway and stands prominently to the fore among the pioneer railways of America, having been incorporated in 1852, and in the period of years since then has acquired, by lease, amalgamation and purchase the many constituent companies which now form the present large system of 3,769 miles in Canada, in addition to which it has a mileage in the United States of 1,558 miles. It is worthy of note to here state that the incorporation of the companies which now comprise the system dates as far back as 1832, when the Champlain & St. Lawrence Railway Company was incorporated for the purpose of providing means of transportation between the Richelieu and St. Lawrence rivers from St. Johns to Laprairie, in the Province of Quebec, following which, a few years later, was the incorporation of the Atlantic & St. Lawrence Railway Company, in 1845, and afterwards the incorporation of the present Grand Trunk Company.

Being situated in the most thickly settled and productive portions of the Dominion, *i. e.*, the eastern part, with ramifications by its branch lines and feeders into all the well populated and industrial centres, it occupies an impregnable position for the gathering of traffic. The System as now composed commences at the eastern termini of the main lines at the city of Quebec, on the St. Lawrence River; at Portland, Maine, on the Atlantic Ocean; and at Rouse's Point, on Lake Champlain, and extends from the first-named point along the south shore of the St. Lawrence River to Richmond, in the Province of Quebec, where is formed the junction with the line from Portland, thence running westerly, being joined at St. Lambert by the main line from Rouse's Point, and crossing the St. Lawrence River at Montreal, over the world-famed Victoria Jubilee Bridge.

From Montreal the line continues westerly through the thickly settled country along the north shore of the St. Lawrence River and Lake Ontario to Toronto, the Queen City being 333 miles distant from Montreal; from thence, with diverging lines to the south and west through the fertile Niagara Peninsula to Niagara Falls and Buffalo, to Windsor and Detroit, and to Sarnia and Port Huron, and northerly from Toronto to the ports of Goderich, Kincardine and Southampton, on

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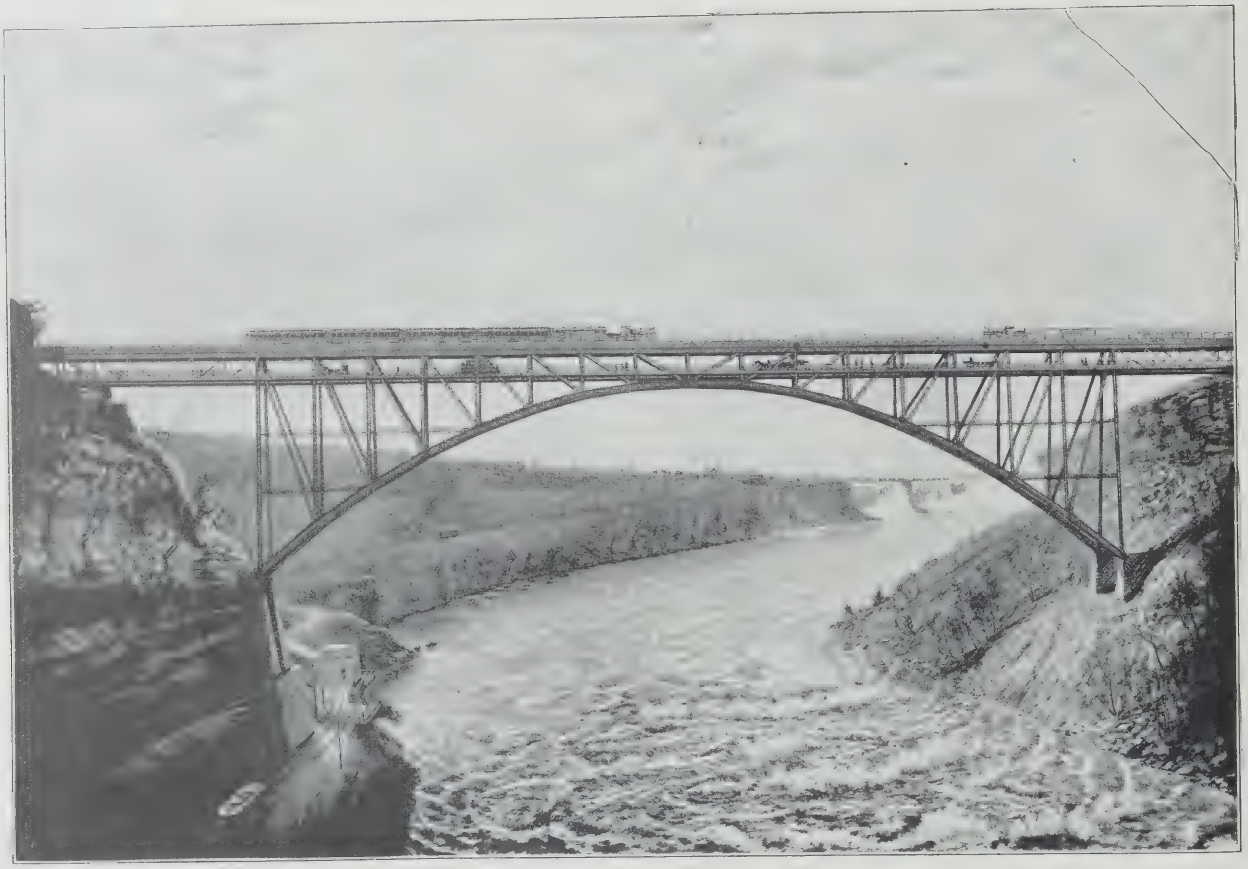
Lake Huron, and Wiarton, Owen Sound, Meaford, Collingwood, Penetang, Midland and Depot Harbor on Georgian Bay, and through the now famous Muskoka Lakes country to North Bay. A glance at the railway map of Canada, and particularly at the Province of Ontario, which is the garden of the Dominion, will show how thoroughly and completely this pioneer railway, by reason of its long years of possession and growth with the settlement and industrial development, has its countless feeders established in positions of advantage for gathering the rapidly increasing traffic, including five main lines from east to west, 3,000 miles of the company's lines in Canada being in the province alone, 650 miles of which is double main track extending from the eastern boundary of the province westerly, via Toronto, Niagara Falls, Hamilton and London to Windsor and Sarnia, and is the only double track railway in Canada. This enviable position, which can only be attained by any transportation company after years of occupation and large expenditures, has given the company many advantages over its competitors, to whom, at numerous points on its System, it has leased trackage or terminal facilities from which it derives a large revenue.

On account of the operations of the Grand Trunk Railway having, up to the present time, been confined to eastern or central Canada, namely, the Provinces of Ontario and Quebec, does it now occupy its unequalled stronghold in that section of the country; but, of course, conditions could hardly be otherwise in the older portions of the Dominion, when it is borne in mind that for fully thirty years it possessed the territory and provided the only transportation facilities Canada had in the early settlement of the country, thereby having taken a larger and more important part in her development, in the way of transportation, than will ever another company, and this position, indeed, it is destined to maintain, looking to its stupendous project for the construction of the Grand Trunk Pacific Railway, which is the largest railway construction enterprise in its entirety ever undertaken in history. The illimitable possibilities in this connection also bid fair to be as boundless in their influence, bringing Europe and Asia in closer communication by many hours than has yet been achieved.



GRAND TRUNK SINGLE ARCH, DOUBLE TRACK, STEEL BRIDGE OVER NIAGARA GORGE

Eastern Canada is rapidly becoming and is destined to be the manufacturer for the entire Dominion, with its numerous and extensive water powers, all of which are reached by the lines of the Grand Trunk Railway, and thus it will become the distributer of the manufactured goods, the volume of which must of necessity grow apace with the great development which is taking place in other sections of the country.

The large and important cities situated on the company's system in Canada and the United States, namely Portland, (Maine), Quebec, Montreal, Ottawa, Toronto, Niagara Falls, Buffalo, Windsor, Toledo and Chicago, are synonymous with the growth and development of the American Continent.

In the early days, dating from the incorporation

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of the company, the Board of Directors was located in Canada, with head offices at Quebec; but English capital having been employed largely in the construction of the Company's lines, after a few years the control of the management was transferred to England, where it has continued to remain, the present Board of Directors being located in London. The capital stock of the company is owned and dealt with almost entirely in England and is not listed on the American exchanges, the present shareholders numbering upwards of forty thousand.

Being so firmly established in the older provinces, it has seemed to be its natural destiny in the march of progress in the Western Empire in which our subject has played such an integral part, that the Grand Trunk Railway should have become identified with the Government in its project for providing Canada with a National Transcontinental Railway, and in this relation perpetuating her position as the pioneer railway of the Dominion, not alone, as has already been shown, in the older and more settled portions of the country, but in the wider and broader field in connection with the construction of the first railway from the Atlantic to the Pacific Ocean, wholly within Canadian territory.

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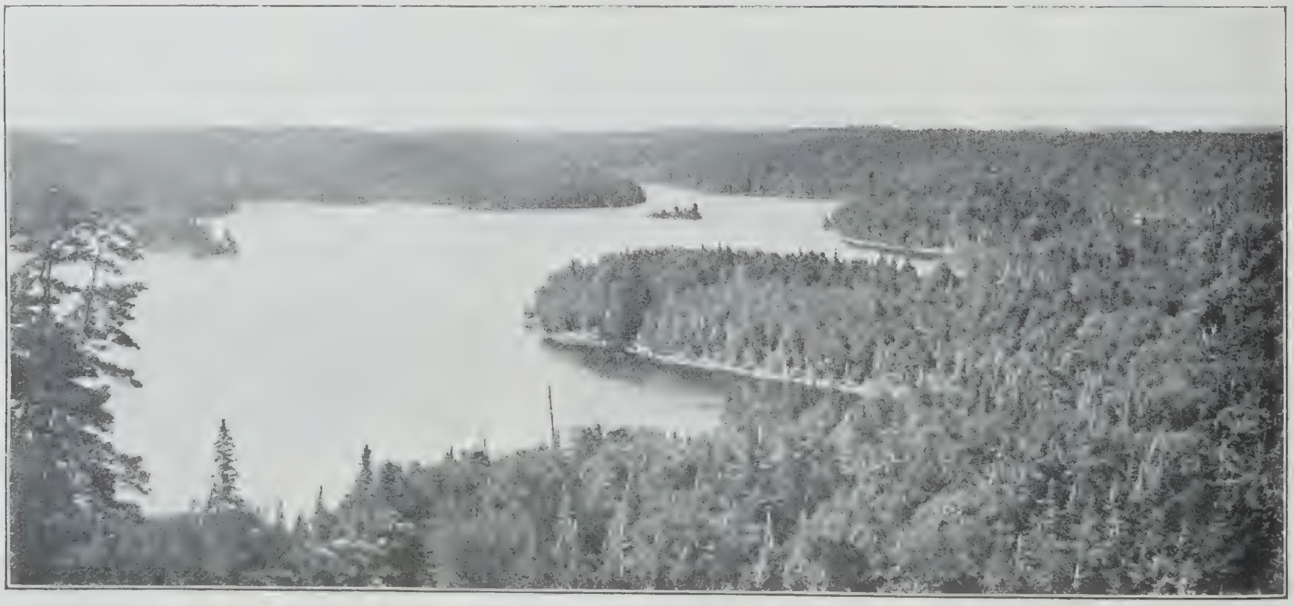
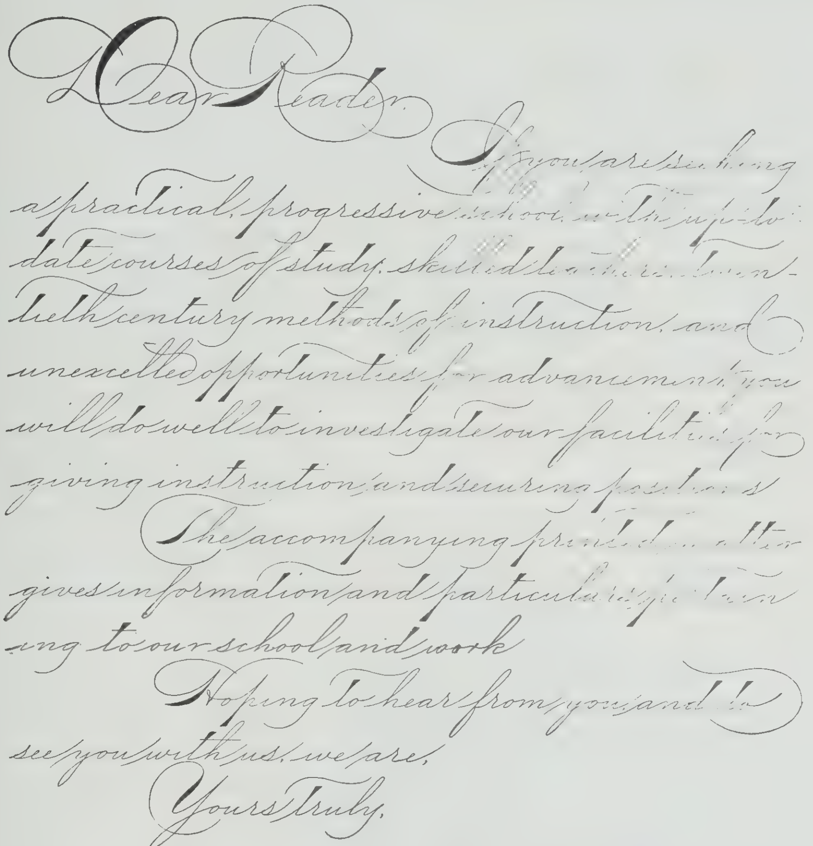


CACHE LAKE FROM LOOKOUT POINT,
Algonquin National Park of Ontario—Grand Trunk Railway System.



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prospects of the System have been raised to the pinnacle of success, and its freight traffic has increased by such wonderful bounds during the last few years that a perfect system of manifest fast freight trains are operated with the greatest satisfaction to shippers from all points. Numerous new stations have been erected, some of the finest freight sheds in the world have been built at different points where traffic is heaviest, and extensive improvements have been made on the double-track work over the entire system.

In the fall of 1903, the double track was completed between Montreal and Niagara Falls, and trains running over the new portion, and the double track between Hamilton and Chicago was completed last year, making the Grand Trunk the longest double-track railway in the world under one management,

In many respects the improvements just completed solve engineering problems entirely new in Canada and render the line between Montreal and Chicago the equal, if not the superior, of any railroad in North America. This is the estimate of practical men who have watched the work from year to year. Every mile of track is laid with 80-pound rails; gravel ballast makes the roadbed solid; the gradients have been reduced, curves straightened, and in some cases the mileage has been lessened, and everything has been done by the improvements to accelerate speed with the minimum of power. The moving of depots, the rebuilding of stations, and the construction of side-track switches, yards, etc., have been undertaken with an enormous outlay; all this work having been accomplished during a time when traffic was heavy, and without interruption.

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The line between Montreal and Toronto runs practically parallel to the shores of the St. Lawrence River and Lake Ontario, crossing the valleys at almost right angles, making a series of undulations crossed by heavy ascending and descending grades, of which the maximum was one per cent. The new gradient over most of this

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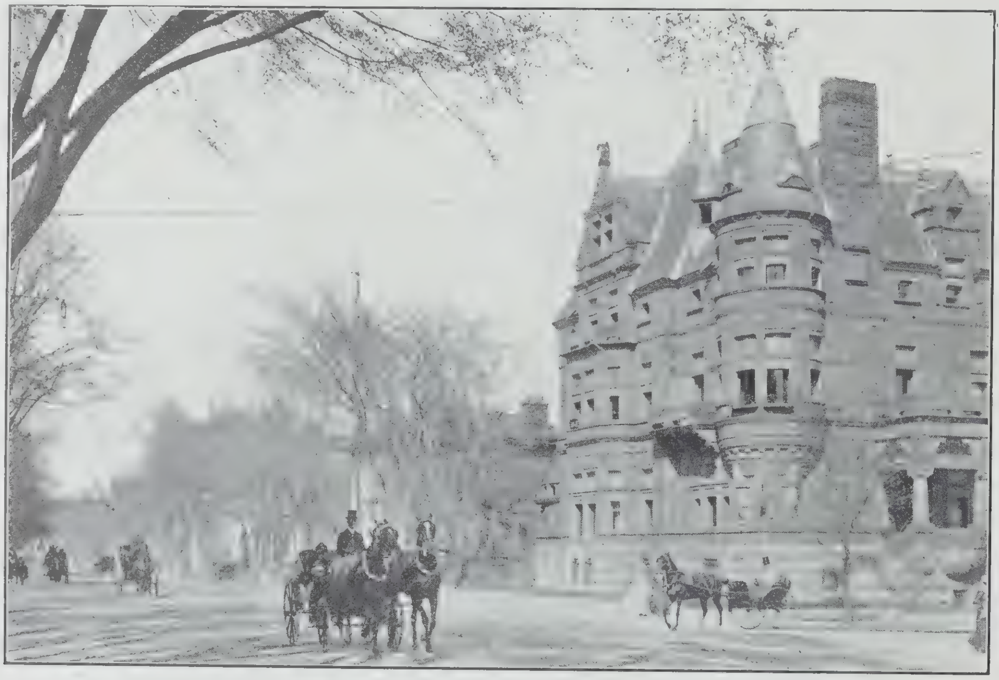
section has been reduced for eastbound traffic to practically four-tenths of one per cent. To accomplish this the old track was lowered ten to twenty feet at the summits and the fills raised a corresponding amount. Between Port Hope and Newtonville, a distance of eight miles, a new line to the north was chosen, eliminating several reverse curves on a one per cent. grade and reducing the gradients (west bound) from one to five-tenths per cent. A diversion was also made around the Darlington summit, which, although slightly increasing the distance, decreased the maximum of one per cent. gradient by two-thirds. The grading consisted principally of hard clay with underlying layers of hard pan, and was handled very economically by steam shovels of a ½ yard dipper capacity. Several smaller shovels were used in the light cuttings and in getting out ballast, The shovels working the cuts loaded the material onto flat cars, which were then moved to the fills and unloaded by plows operated by Lidgerwood unloaders. The cuts were sloped and excavated to the proper grade by the shovels, leaving very little trimming to be done by hand. The work, which presented no great difficulty was accomplished with very slight hindrance to traffic, it being found desirable to maintain one track for main-line trains, the work trains in all cases using separate tracks. The work, which has been accomplished at a cost of about $1,000,000, practically doubles the tonnage that can be hauled by east-bound trains on this division.

Owing to the limited facilities for the handling of export traffic at the Port of Montreal prior to the reconstruction by the Harbor Commissioners of the docks (in the course of which a portion has been raised to high-water level) and the absence of proper elevator facilities for delivery of grain to ocean steamers in the harbor, the Grand Trunk Railway had, in order to get a proper outlet for the large volume of its export trade in summer and to take care of such traffic in winter, in the years 1900 and 1901, to increase its elevator capacity at Portland, Maine, by the erection of an additional elevator of 1,500,000 bushels capacity.

Prior to 1898, the Grand Trunk did not handle any grain from Lakes Superior and Michigan through its Georgian Bay and St. Clair River ports elevators for export via the port of Montreal, but since that time has done a large and increasing share of that business, to the extent in some seasons of handling over 40 per cent. of the entire Canadian Northwest grain shipped by water from the Lake Superior ports, and during the season of navigation in 1903 handled over 6,000,000 bushels of such grain. At Montreal the company has completed at Windmill Point wharf (by agreement with the Harbor Commissioners) a steel elevator of 1,000,000 bushels capacity of the most improved and modern plan, for the better and more efficient handling of this large business.



RESIDENCE OF SIR GEORGE A. DRUMMOND, SHERBROOKE STREET

This new elevator is a steel structure, 238 feet long, and 84 feet wide. It is built entirely of non-combustible material, the structure, bins, bin bottoms, etc., being of steel, roofs of tile, and floors of concrete. The windows have metal frames and are glazed with wire glass. A brick wall surrounds the working story of the elevator and the cupola is covered with galvanized corrugated steel.

The equipment includes ten elevator legs, using 20"x7"x7"cups. Five of these legs are used for receiving grain, and all of them may be used for shipping. This gives a total elevating capacity of 100,000 bushels per hour. There are five pairs of power shovels for

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Two new companies of interest to Montrealers have recently been formed. These are **The Montreal Exploration and Development Company, Limited,** capitalized at $50,000, divided into 500 shares of $100 each, and **The Chibogomo Bonanza Mining Company,** capitalized at $1,000,000, the shares being placed at $1 par value. Those at the head of the first company are: Benjamin Burland, President; Jas. M. Mitchell, Vice-President; L. J. Cartier, Secretary and Treasurer.

The second company is composed practically the same, Mr. Burland, president; Jas. M. Mitchell, Vice-President; Geo. D. Baker, Secretary and Treasurer.

The first company is the parent company, and controls 44 miles of the best mining land in the Chibogamo mining district. Its object is to do as its name signifies—explore and develop. The second company is subsidiary to the other and has as its first task the development of 640 acres of property in the Chibogomo district, which has already given forth the very best results. The assay of the ore taken from this latter company's finds has given an assay which resulted in $2,118 of silver to the ton and $39 of copper. It is pointed out too that the chance of the G.T.P. running through the Chibogomo district are not at all visionary, and that the Mackenzie and Mann system have already asked for a charter to connect this district with the trunk lines of the country.

Mr. Burland is also President of **The Trout Lake Cobalt Mining Co., of Montreal, Limited,** of which an analysis shows 8,128 ounces of silver to the ton with a value of $5,283.26 per ton and $14.30 per ton in copper. He is also Treasurer of **The Montreal Reduction and Smelting Company, of Canada, Limited.** He is Local Manager of **The American Palace Car Co.,** and Treasurer of **The Canadian Concrete Machinery Manufacturing Co.** He is interested in many other properties worthy of the consideration of investors. He is well equipped to give any required information promptly.

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unloading the cars, a car puller with four drums to pull cars in either direction on either of two tracks, and two steel cleaning machines, each with a capacity of 4,000 bushels per hour.

The building is also equipped with a passenger elevator and a sweeper system.

Grain is weighed in ten hopper scales, each holding 2000 bushels. Two 36" belt conveyors in the cupola distribute grain longitudinally of the building through the trolley spouts on the distributing floor.

On the side of the elevator next to the Lachine Canal a non-combustible marine tower has been built which contains a marine leg capable of elevating 15,000 bushels of grain per hour.

RESIDENCE OF LORD STRATHCONA, DORCHESTER STREET

An extensive belt conveyor system has been erected to deliver grain from the elevator to the vessels lying in the Windmill Point Basin, through a total of nineteen marine loading spouts. These belt conveyors are all thirty-six-inch concentrated belts, having a shipping capacity of 15,000 bushels per hour.

With this new elevator at the Montreal terminus the company is in a position to handle much more expeditiously and advantageously export grain from the CanadianNorthwest than has been practicable in the past.

As an illustration of the importance of the Canadian Northwest grain trade, the shipments of wheat from Port Arthur and Fort William in Canadian vessels for the season of navigation, 1905, aggregated nearly 30,000,000 bushels, the Grand Trunk carrying in connection with their elevators at Collingwood, Midland, Meaford, Goderch, Point Edward and Port Huron over 9,500,000 bushels, or 32 per cent. of the total. For the preceding year, wheat shipments in Canadian bottoms aggregated over 27,000,000, of which 10,600,000 passed through the elevators at the Grand Trunk ports above mentioned, or 39 per cent of the whole.

The terminal facilities of the Grand Trunk Railway System at Portland, Me., have in recent years been extended and improved and are now among the most important on the line.

The stock yards, the storage yard for cars, engine house, coal chutes, stores building and repair shops are at East Deering, about a mile from the freight sheds, beyond the railroad bridge across the Back Bay entrance. The stock yards are kept in excellent condition and have room to receive 2,500 head of cattle at one time, and the facilities for handling cattle are unsurpassed. The new storage yard will receive at one time 1,500 loaded cars, which, together with the station yard, gives the Grand Trunk an aggregate of track room for 2,000 loaded cars, practically all the water front in Portland, within twenty minutes sail of the open ocean.

The company's property embraces a mile of water front in Portland, and the largest steamships can lie safely at the piers in not less than thirty feet of water at low tide. Previous to 1901 there were six great warehouses of sheds, each from 400 to 500 feet in length, with a combined floor space of 470,000 square feet. Spur tracks run alongside each of these tracks. During the season of 1901 another immense pier was constructed with two sheds of greater capacity than any of the old ones. Formerly, six steamships could load or discharge at these sheds at the same time. With the additional piers and sheds nine ocean liners can receive or discharge their cargoes at one time. Alongside these great sheds, which are really bonded warehouses, whole trains of cars may be run, and here day and night the work of discharging cars goes on under the eye of Grand Trunk officials and United States inspectors.

In 1875 the Grand Trunk built on Galt Wharf an elevator 101 feet in length, with a total capacity of 150,000 bushels, fitted with modern dock, elevators and large steam shovels for loading and unloading the cars and vessels. The grain business of Portland soon outgrew this elevator, and in 1898 another, with a capacity of 1,250,000 bushels, was built, at a cost of $250,000 This elevator is 221 feet long, 97 wide, and 160 feet high. The engine house is 90 by 41 feet, and the smokestack is 161 feet high. Two receiving tracks extend through the house, and there are ten receiving legs with an elevating capacity of 8,000 bushels per leg per hour.

A new elevator built during the season of 1901 is the largest on the Atlantic Coast. It has a capacity of 1,500,000 bushels and its general plan is similar to that of the one built in 1898. This elevator is 300 feet long, 101 feet wide, and 175 feet high. The power house is 123 feet by 53 feet. The chimney or smoke stack is 177 feet in height. Grain can be run into three vessels at the same time from this monster elevator.

The Grand Trunk have also constructed a new passenger station at this point, which is an ornament to the city and an up-to-date structure in every respect.

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Quebec & Lake St. John Railway Company

QUEBEC AND LAKE ST. JOHN RAILWAY.

What the city and province of Quebec owe to the Quebec and Lake St. John Railway will be better understood by Canadians generally now that it is making the Dominion its debtor, too. The two most recent important events in its history are its extension by a branch line to La Tuque, on the St. Maurice, and its acquisition by Messrs Mackenzie and Mann and incorporation into the railway system of the Canadian Northern. By the construction of its La Tuque branch it is hastening the construction of the Grand Trunk Pacific transcontinental road, and by its absorption into the Canadian Northern system, it gives an outlet on the St. Lawrence at Quebec to that system, with a magnificent terminal property at deep water, including dockage for ocean-going steamships alongside the railway tracks. The Quebec and Lake St. John Railway is thus the means of hastening the completion of two new systems of transcontinental Canadian Railways. The La Tuque branch is conveying material and supplies to La Tuque for the Grand Trunk Pacific road, which enables the latter to proceed with the work of construction in both directions from that point, without having to wait to build into the district itself.

GRAND DISCHARGE, LAKE ST. JOHN
Quebec & Lake St. John Railway Company

The traffic which will fall to the new branch is enormous. Immense pulp mills are to be erected at La Tuque, involving the shipment of six thousand cars of freight per annum by the Quebec and Lake St. John Railway, which made this a condition of the sale of its timber lands to the company promoting the enterprise.

Many Canadians have not the slightest conception of the importance of the Quebec and Lake St. John Railway to the Ancient Capital and to Quebec's entire north country. For many years past, the bulk of the sawn lumber shipped from Quebec has been brought to it by this road. It has virtually created a new province in the district of Lake St. John. A quarter of a century ago, there was nothing but an isolated agricultural colony at the lake, while between it and the scattered parishes a few miles north of the city of Quebec there was nothing but unexplored forest. Now there is a rich and productive agricultural and dairying country, extending in every direction from the lake, while the hum of industry is heard thoughout the entire north country.

LAKE ST. JOSEPH HOTEL
Quebec & Lake St. John Railway Company

Though the climate of the Lake St. John country is most favorable for agricultural operations, the soil remarkably rich, and the forest and mineral wealth simply incalculable, there were plenty of people to ridicule the projectors of the road. The project was voted an idiotic one and its promoters were told that they might just as well construct a railway to the moon, since the country produced nothing but bleuberries and bears.

This was but a little more than a quarter of a century ago. Now the mileage of the road is 286 miles, and no expense has been spared to make it first class in every respect with heavy steel rails, substantial steel bridges and a large and excellent equipment of rolling stock Last year the trains of the company carried 325,000 passengers and 345,000 tons of freight.

THE OPEN DOOR TO
THE
vast Forest and Mineral Wealth, Rich Agricultural
Lands and Marvelous Water Powers of

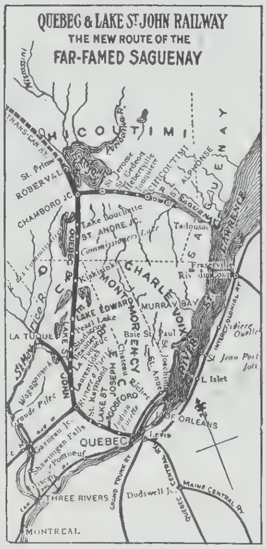
NEW and NORTHERN QUEBEC

IS VIA

THE CANADIAN NORTHERN QUEBEC

AND

QUEBEC & LAKE ST. JOHN RYS.



which traverse the most thickly populated

HAUNTS of the MOOSE and CARIBOU,

through 200 miles of the finest Spruce Forests in AMERICA and Carries the ANGLER and TOURIST to

THE HOME of the LEAPING OUANANICHE

The fresh water Salmon of Lake St. John, the gamest fish of its size that swims.

The Railway runs through the Lakelands of Northern Quebec, over the entire range of the Laurentian Mountains and to the picturesque head-waters of the Wondrous Saguenay.

SPORTSMEN, desiring information as to the Trout and Ouananiche Fishing and Big Game Hunting of the Lake St. John Country,

AGRICULTURISTS, Seeking the best land for Dairy and Mixed Farming,

LUMBERMEN and PULPWOOD MEN, requiring Raw Material,

MINERS and SPECULATORS, desiring valuable Mineral Rights,

MANUFACTURERS and MILL MEN, on the look out for extensive WATER POWERS, and in fact

INVESTORS OF ALL CLASSES desiring to participate in the era of Industrial, Agricultural and Mining Development now fairly under way in Northern Quebec, are invited to Correspond with and to apply for literature to

GUY TOMBS,
G. F. & P. A. Can. Nor. Que. Ry.,
MONTREAL.

ALEX. HARDY,
G. F. & P. A., Q. & L. St. J. Ry.,
QUEBEC.

QUEBEC & LAKE ST. JOHN RAILWAY CO. TERMINAL

While the yield of wheat is larger per head of the population than in any other part of the province, dairying is rapidly becoming one of the greatest industries of the Lake St. John country, running in value to nearly three quarters of a million dollars per annum.

Outside of the lumbering industry, which is now in evidence at almost every station of the railway, the pulp trade furnishes employment to thousands of men, and it is not too much to say that fully ten thousand operatives now find employment in these various districts. With the millions of feet of pulpwood still standing in the forests of this district and the vast waterpowers waiting to be harnessed to electricity in every direction, it may readily be seen that a brilliant future is in store for this highly favored country; while the projected northern expansion of the road from Lake St. John to Hudson Bay will not only open a way for the shipment of the vast wealth of the Bay via the St. Lawrence, but will also traverse the rich mining district of Chibougamou,

The attractions of the Lake St. John country for the sportsman and tourist are so widely known as scarcely to require mention. The mountain, lake, forest and river scenery is beautiful beyond compare. The territory crossed by the railway is not only the home of the famous ouananiche and the largest and most gamy of speckled trout, but big game, such as moose, caribou and deer is most abundant.

WAREHOUSE OF THE LAURENTIAN WATER CO.

QUEBEC, MONTREAL and SOUTHERN RY.

Double Daily Service between Montreal (G.T.R.) and Sorel, Pierreville and Intermediate Stations, without change. Trains between Sorel and St. Hyacinthe, Iberville Jct. and Noyan Jct.

Through tickets on sale and baggage checked from all stations to all principal points in Canada and United States.

Connections with trains of CANADIAN PACIFIC, CENTRAL VERMONT, RUTLAND, GRAND TRUNK, INTERCOLONIAL, DELAWARE & HUDSON, lines for freight and passenger traffic at various Junctions.

NAPIERVILLE JUNCTION RY.

NEW LINE between Rouses Point and St. Constant, giving first direct Railway communication with towns of St. Edouard and Napierville, also to Lacolle and Rouses Point via St. Constant, and C. P. Ry.

Before deciding upon your new summer home visit Boucherville, Varennes, or Vercheres. Most beautiful towns on St. Lawrence River. Improved train service every year.

C. B. HIBBARD,

General Manager, MONTREAL

To Residents in Montreal and Westmount:

LAURENTIAN WATER

Is Sold for 4 Cents per Half-Gallon Bottle

This is only slightly more than the cost of bottling and delivering it; but the price is made possible by reason of the practically unlimited quantity which the Laurentian Spring gives, and the large scale on which the bottling and delivering is done.

When an ***ABSOLUTELY PURE*** and ***HEALTHFUL DRINKING WATER*** is procurable for 8 cents a gallon, it seems astonishing that anyone who considers his health as something worth caring for will continue to drink ***CONTAMINATED WATER,*** and it is little short of criminal neglect for parents to allow such contaminated water to be used by children.

All bottles thoroughly sterilized before being filled or refilled

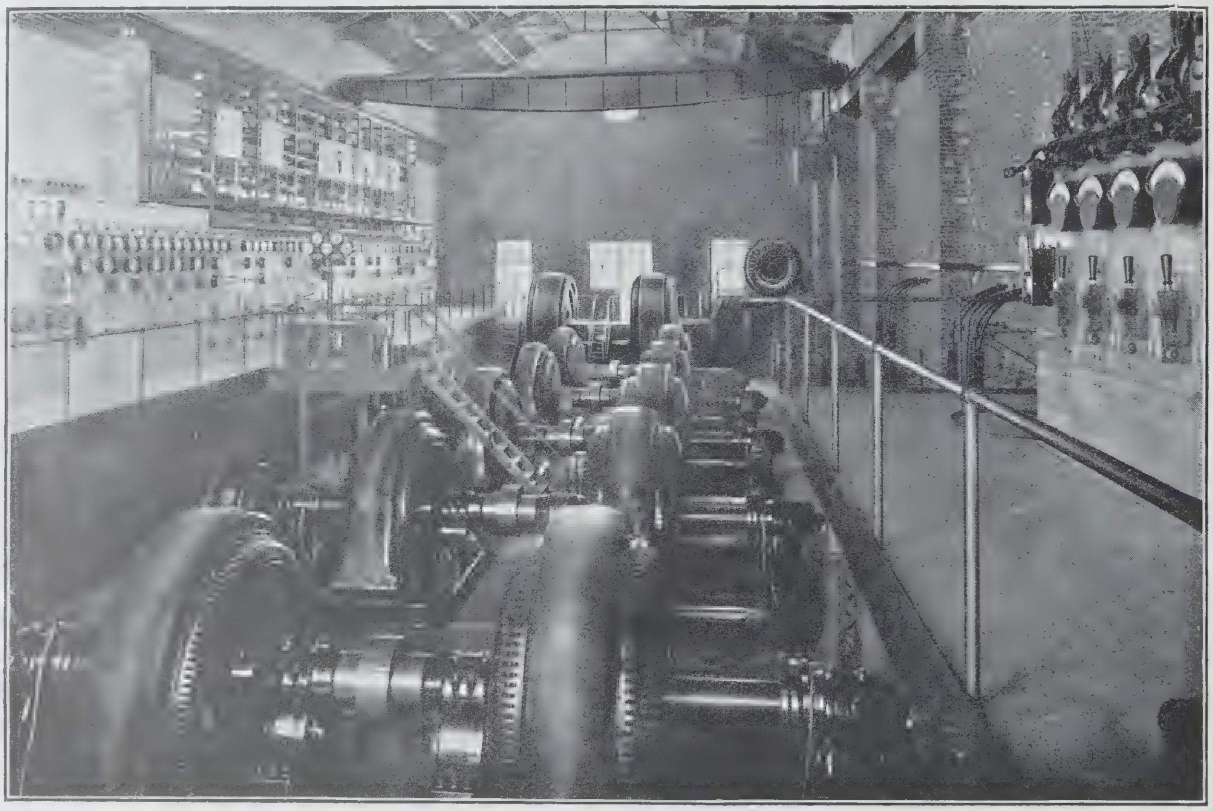
THE QUEBEC, MONTREAL AND SOUTHERN RAILWAY.

The Quebec, Montreal and Southern Railway, 150 miles in length, runs from Montreal to Sorel and Pierreville, and to the south via St. Hyacinthe, Iberville Junction, St. Johns (P.Q) and down to Noyan Jct. where connection is made with the Rutland Railroad for points in New England, also with the Grand Trunk Railway (Canada Atlantic Division) for points West and South. At Iberville Junction connection is made with the C. P. and C. V. Rys., at St. Hyacinthe with the Grand Trunk and Intercolonial Railways, at Sorel with the R. & O Navigation Company during season of navigation, at St. Lambert with the Grand Trunk and Intercolonial Railways.

The proposed extension from Pierreville to Quebec via Nicolet and Gentilly is now under way, and completion of this new line to Quebec is expected within a year, which will give the new line in connection with the D. & H. Company (which owns the road) the shortest and quickest line between New-York and Quebec and intermediate points.

The Napierville Junction Railway recently constructed by the Pacific Construction Company runs from Rouses Point, N. Y., to St. Constant, P. Q. where connection is made with the C. P. Ry. for points East and West. Expert railway men who have been over this line are loud in their praise of the substantial way in which it has been constructed, the entire line having been ballasted with iron ore brought from the iron forges at Port Henry, N. Y. This iron ore is so heavy that it makes what is practically a dustless road. The new line is operated by the Quebec, Montreal and Southern Railway and will, without doubt, form in the future a most important link in the transportation world between Montreal and Eastern United States points.

The line of the Quebec, Montreal and Southern Railway between St. Lambert and Pierreville runs through one of the most fertile and beautiful sections of the Province of Quebec, passing through exceptionally pretty villages such as Boucherville, Varennes, Vercheres, Contrecoeur, etc. This section is destined to become very popular from a Summer Tourist standpoint, the only thing needed to develop this section being more trains, which the management expect will be put on next summer at short intervals, which will permit business people living in the city to build their summer cottages at any of these villages, and obtain adequate train service, in order to enable them to travel, between desired points without unnecessary delay.



Motor-Generators in Terminal Station, changing frequently from 30-Cycle to 60-Cycle
THE SHAWINIGAN WATER & POWER COMPANY

SENATOR ROBERT MACKAY,
President, Shawinigan Water & Power Co.

THE SHAWINIGAN WATER & POWER COMPANY

CAPITAL - - $6,500,000

Incorporated	1898
Development work commenced	1899
First delivery of power at Shawinigan Falls	1901
Commenced delivering Power at Montreal	1903
Completed power transmission system to Eastern Townships, for delivery of power to the Asbestos District	1906
Hydraulic capacity	100,000 horse power.

Now delivering 30,000 water horse power and 35,000 electrical horse power.

General View of Power Development.

Largest operating Power Company in Canada, owning the most extensive transmission system—supplying power to twenty different cities and towns.

Head Office - - MONTREAL
Power Plant - - SHAWINIGAN FALLS

SUBSIDIARY COMPANIES

ST. MAURICE LIGHT & POWER COMPANY
Operating at
SHAWINIGAN FALLS
GRAND MERE
BERTHIER

SOREL ELECTRIC COMPANY
Operating at
SOREL
ST. JOSEPH

LAVAL ELECTRIC COMPANY
Operating at
JOLIETTE
L'ASSOMPTION
ST. ROSE
ST. THERESE

NORTH SHORE POWER COMPANY
Operating at
THREE RIVERS
Power Plant ST. NARCISSE

ASBESTOS MINES, THETFORD
On the Line of the Quebec Central Railway

ST. FRANCIS RIVER, SHERBROOKE, P.Q.
Quebec Central Railway

QUEBEC CENTRAL RAILWAY.

The southern terminus of the Quebec Central Railway is at Sherbrooke, where the general offices and work shops are situated.

The main line of the railway runs from Sherbrooke to Quebec, and there are branches from Tring Jct. to Megantic and Beauce Jct. to St. George, consisting in all of 222 miles of line. This line runs through what may be considered the most thriving section of the Province of Quebec.

Its close relation with such American roads as the Boston & Maine R. R., New York, New Haven & Hartford R. R. and Maine Central R. R. enables it to run solid through vestibuled trains between Quebec and Boston, Quebec and New York and Quebec and Portland through the White Mountains, and the excellent train service afforded, while handling an ever-increasing local travel, ensures to the line a heavy American tourist business.

Leaving Sherbrooke the road follows the valley of the St. Francis River passing Lakes Weedon, Aylmer and Black Lake. About midway between Sherbrooke and Quebec it runs through the heart of the asbestos district. At Black Lake, Thetford Mines and East Broughton stations over 10,000 people are directly or indirectly employed in this industry, and large and prosperous towns have been built at these places.

Seventy-five per cent. of the world's consumption of asbestos is produced along the line of the Quebec Central Railway and it is only in this section that the famous long fibre and Canadian crude asbestos has ever been discovered.

It is a very interesting sight to observe the numerous mines and fiberizing mills in full operation, which can be seen from the car window, while passing through the district.

This line also runs through a very rich agricultural district. It traverses the historic and picturesque valley of the Chaudiere River, and through the centre of Beauce County, famous for its dairying, farming and maple sugar productions, which section of country is considered the garden of the eastern part of Quebec.

It has always been the policy of the management of the Quebec Central Railway to encourage in every possible way industries along the line, and the development and prosperity of the country has corresponded with the prosperity of the railway line, the Quebec Central ranking to-day among the leading railways of the country.

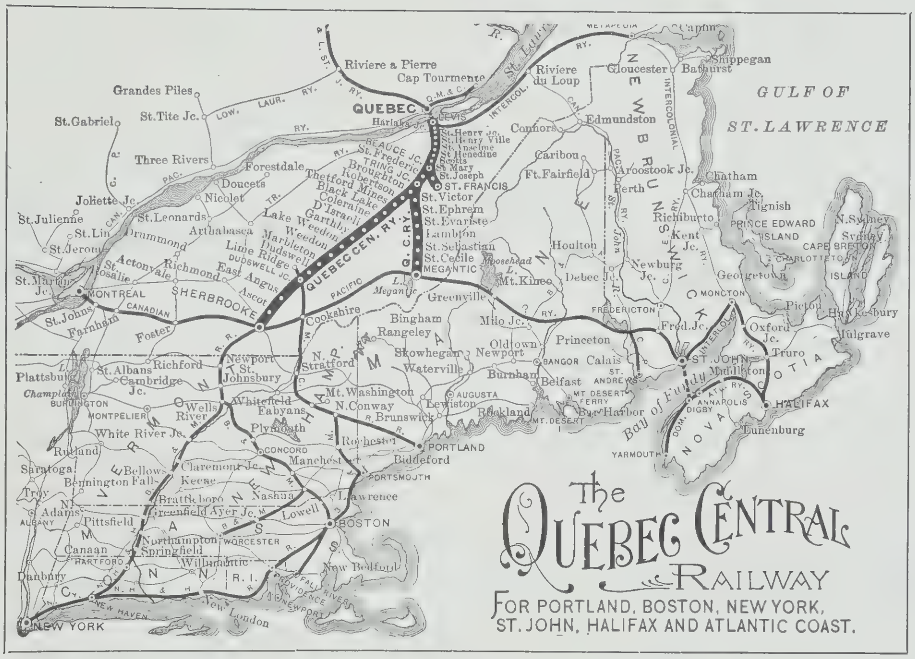
THE CHAUDIERE VALLEY
On the Line of the Quebec Central Railway

Quebec Central Railway

THE DIRECT LINE BETWEEN

Quebec and New York

SPRINGFIELD, BOSTON, PORTLAND AND THE WHITE MOUNTAINS



The only line running through Pullman cars and solid trains between

QUEBEC and BOSTON

and through Pullman Buffet cars between

QUEBEC and NEW YORK

without change.
Also the only through Pullman Parlor and Buffet Car route between

QUEBEC and PORTLAND

passing through the heart of the White Mountains.

J. H. WALSH,
General Manager.

SHERBROOKE, QUE.

E. O. GRUNDY,
General Passenger Agent.

F. W. LAMPLOUGH & CO.

9 DEBRESOLES ST., MONTREAL

IMPORTERS AND JOBBERS OF
GENERAL HARDWARE,
POCKET AND TABLE CUTLERY

TRADE MARKS A ★ I ARK WORKS:—
THE R. BERG HARDWARE CO.
THE R. BERG CUTLERY CO.
STACEY BROS., SHEFFIELD, ENG.

PHONES, MAIN 1338 & 1339. CABLE ADDRESS, REKLAW

J. R. WALKER & CO.

Paper Stock, Scrap Metals and Woollen Mill Supplies

MANUFACTURERS OF

FELT PAPER, LEATHER AND FRICTION BOARDS

35 COMMON STREET
MONTREAL, QUE.

Food Products

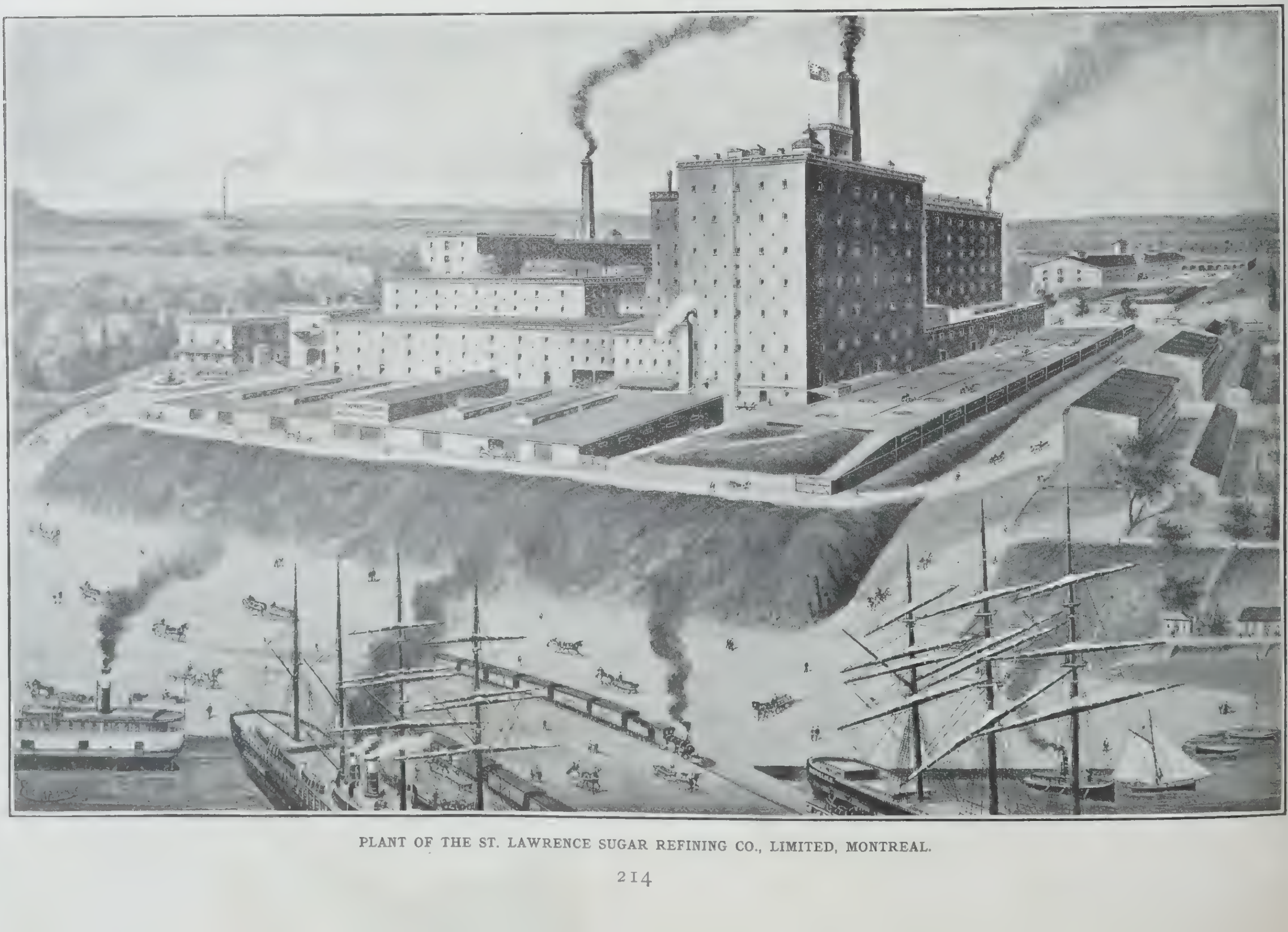
THE vast increase of agricultural and grazing activities has made the Dominion of Canada one of the most important sources of supply in the entire world, and the advantages it possesses in this respect contribute not only to the advantage of Montreal in furnishing ample supplies for its own means, but also in building up here a large manufacturing and distributing exporting centre in all of the various food products in general groceries, in grain, produce and provisions and in all lines of food supply. As a grocery market this city enjoys convenience of location with respect to domestic sources of supply in flour and other staples of home growth and production, while its position, as the great seaport of Canada, also centres here the operations in the handling of the products of British, American and foreign manufacturers, so that the city is in no line of trade more prominent than in its position as a grocery market.

From an early date in the history of this city the handling of articles in the grocery line has constituted a foremost interest here, and the operations in this branch of business continue to show a steady increase in volume, as from here in all lines of groceries a trade is controlled which is especially large through Quebec, a portion of Ontario and the eastern provinces, and in addition includes an extensive shipping trade to all parts of the Dominion.

The manufacturing lines related to the grocery trade are also well and efficiently represented in the city, including large operations in the coffee roasting and spice-grinding industries, in the manufacture of baking-powders, flavoring extracts and grocers' sundries, as well as the manufacture of soaps and other goods of various kinds that are handled by grocery houses.

The manufacturing confectionery and baking interests are also prosecuted here under exceptionally favorable conditions, the houses engaged in this trade many of them commanding a large business in all sections of the Dominion.

The importing and distributing of teas is an im-



PLANT OF THE ST. LAWRENCE SUGAR REFINING CO., LIMITED, MONTREAL.

THE
ST. LAWRENCE
SUGAR
REFINING
CO., Limited

MONTREAL

MANUFACTURERS OF THE
CHOICEST GRADES OF

REFINED
SUGARS

D. RATTRAY & SONS, Limited

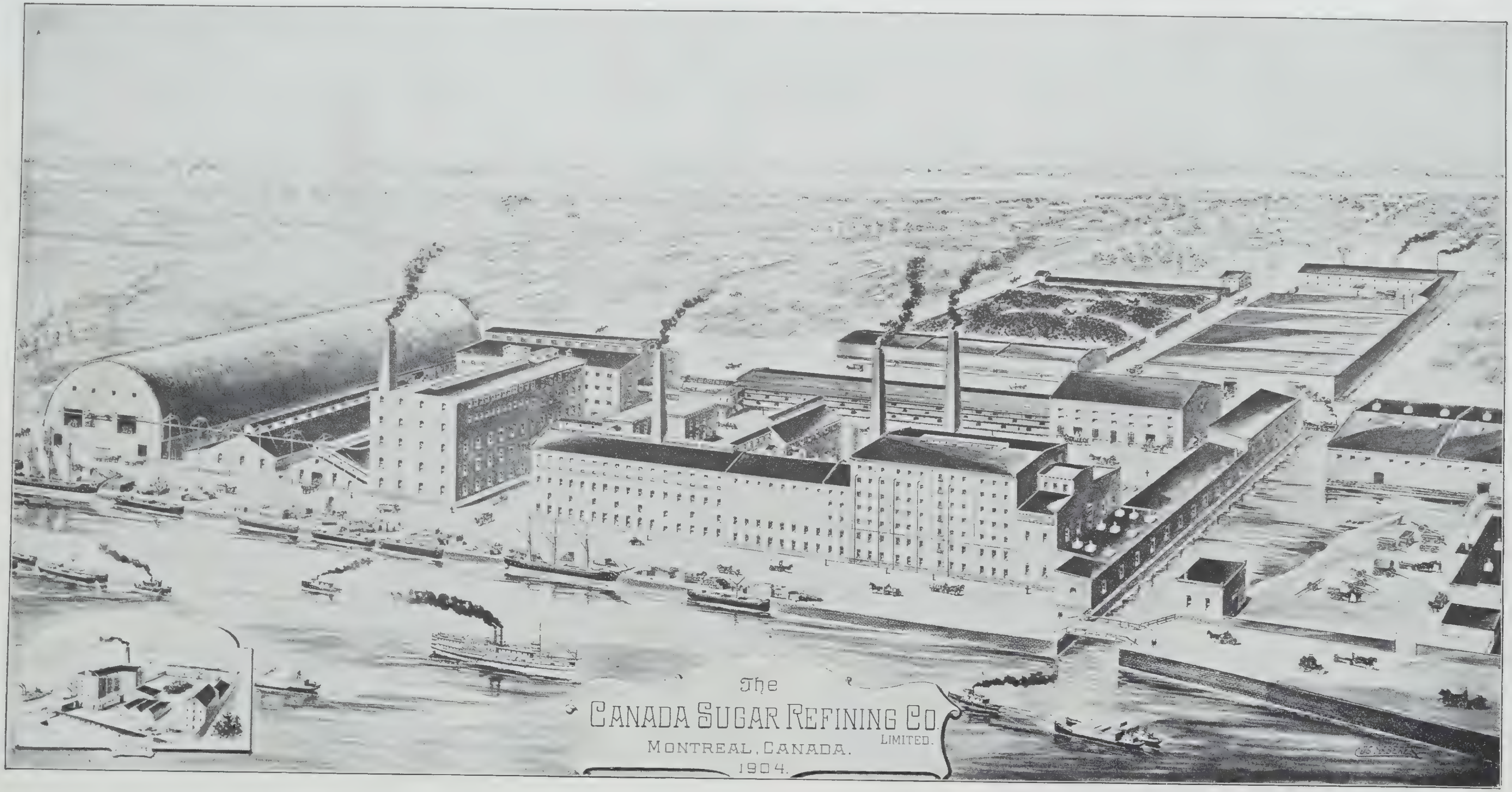
Ottawa Montreal Quebec

IMPORTERS and EXPORTERS

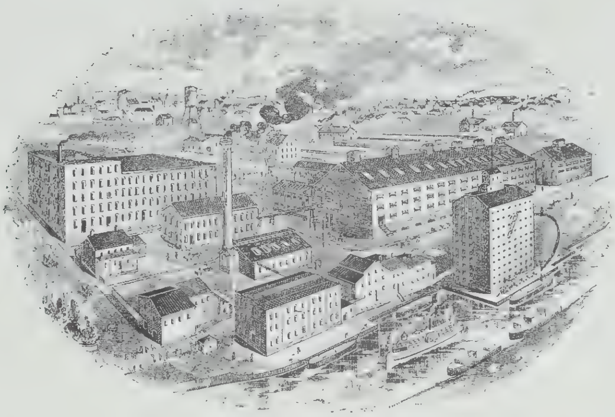
Refining Raw Sugars Barbadoes and Trinidad Molasses
Scotch Refined Granulated and Yellow Sugar
Valencia and California Raisins Walnuts and Almonds
Currants, Prunes and Sultana Raisins

MAPLE SUGAR FISH and FISH OILS

AGENTS IN VARIOUS CITIES THROUGHOUT CANADA



The accompanying cut shows the plant and refinery of the Canada Sugar Refining Company, one of the great industrial concerns of the Dominion. The immense premises are located on the banks of the Lachine Canal, close to the city of Montreal, and cover twelve acres of ground. The vacuum process of refining is used, and all the machinery and equipment of the very latest and improved character. The capacity is 2,000 barrels a day, and the excellent quality of the product is well known all over the country. The annual output amounts in money to $4,500,000 and necessitates the employment of about 600 men. This business was established in 1854 by the late Mr. John Redpath. In 1879 it was converted into a joint stock company, with a capital of $1,000,000. Hon. Sir George A. Drummond is the President and Managing Director; Mr. R. B. Angus, Vice-President, and Mr. F. W. Parker, Secretary.



WORKS, CARDINAL, ONTARIO.

THE manufacture of **STARCH** has been our business since 1858. During all the years since the establishment of the first starch works in Canada at Cardinal, Ont., on the St. Lawrence River, we have devoted all our energies and capital toward the production of the **Best Culinary** and **Laundry Starches** that it was possible for chemical research and scientific knowledge to produce. That we have succeeded in doing this is evidenced to-day by the sale of our products in every city, town, village or hamlet in Canada—from Cape Breton in the East to far-off Dawson City in the Arctic Circle. The name of BENSON is ineradicably linked with the best Cooking Starch in the world, and under the registered trade name of

BENSON'S "PREPARED" CORN

is the preference of every housekeeper in the land. In the endorsation of superiority are joined the wholesale grocer, the retailer and the consumer.

As was the case with cooking starch, our reputation is equally firmly established with Laundry Starches. We could not make the one perfect and leave the equally important laundry field with a fault. To-day the standard of Canadian Laundry Starches is

Edwardsburg "Silver Gloss" Starch

The nutritive value of Corn, and the scientific preparation of same into food products has been our exclusive thought and effort. The extraction of the valuable food qualities of this cereal in the form of syrup has been of the utmost importance to the consuming public. Our

"CROWN BRAND" CORN SYRUP

is the perfection of a delicious, rich, healthful and nourishing table necessity. No syrup can be more nourishing, or purer, or better than "Crown Brand."

Our reputation is behind everything we manufacture. To know us is to honor our goods.

The Edwardsburg Starch Co. Limited,

ESTABLISHED, 1858
WORKS, CARDINAL, ONT.

Head Office, - - - MONTREAL

portant feature of the city's business, represented by old and prominent houses which distribute teas of the best growths of China, Japan, Ceylon, and India through the Dominion.

It is, however, especially as an importing market that Montreal leads among Canadian cities in the grocery interest. The various articles of fancy groceries, preserves, table delicacies, etc., which are sold throughout Canada find their way to the trade of the Dominion almost entirely through the large importing and commission houses of this city, some of which maintain the most direct relations with the most famous producers of Great Britain, the United States and the European continent.

A branch of business to which Montreal brings exceptionally complete facilities is that of the handling of farm products of all kinds, flour, grain, and produce, in which this city has become one of the foremost markets of the world, not only handling these goods for local consumption and domestic distribution, but also doing an especially large business in exporting to British and continental markets. The development of the wheat regions of the north-west besides the convenient location of the city with reference to the receiving of grain from the American wheat regions by lake and river have centred in Montreal, especially large export operations in grain and flour, the advantages of the city in this respect being enhanced by the excellence of the receiving and handling facilities which enable the shippers and exporters of this city to respond most prominently and effectively to the demands of British and European trade.

Other exporting interests include a large business in live stock as well as in provisions, the demand for Canadian products and manufactures in this line constantly increasing year by year.

A branch of business which has developed to very large proportions and is capable of much further expansion is that of the exporting of butter and cheese, the business of making and shipping butter and cheese to the English market having become an important interest in the Dominion, and an especially prominent feature of the trade of Montreal.

The Montreal Butter and Cheese Association, which is one of the special sections of the Board of Trade, is doing good work in impressing upon the Canadian producer the necessity of maintaining their products at a high standard, so as to meet the requirements of the best British trade, and is also doing valuable work in the endeavor to secure better shipping and refrigerator accommodations on land, as well as on steamers sailing from this port.

THE L. CHAPUT, FILS & CIE, WAREHOUSE.

Besides the export business, there is centred here an important trade in supplying a domestic demand in butter, cheese, eggs, etc.

In fruits and vegetables to supply a local and shipping demand the city also has the advantage of neighborhood to fertile producing regions and quick transportation facilities, which constantly put down here ample supplies of fruits and vegetables of every kind and make the city a prominent market in these commodities also.

DAIRY PRODUCE.

While the exports of both cheese and butter from New York during the past season show a marked increase, Montreal's supremacy as the centre of the

65 Years in Business

This is one of the best records. Our firm has a world-renowned reputation. We cover the whole of the Dominion of Canada, THE PROSPEROUS COUNTRY

Our Policy: RELIABILITY, HONESTY, STABILITY.

We carry a full assortment of

Fancy and Staple Groceries,

Wines, Liquors, Teas, Coffees,

Molasses and Provisions

We own and control many brands registered in Canada.

We have the best equipped warehouse in the business, and our shipping facilities are unsurpassed.

We solicit a visit. Try us. Satisfaction guaranteed.

L. CHAPUT, FILS & CIE.

WHOLESALE IMPORTERS,

2, 4, 6 and 8 DeBresoles street, MONTREAL.

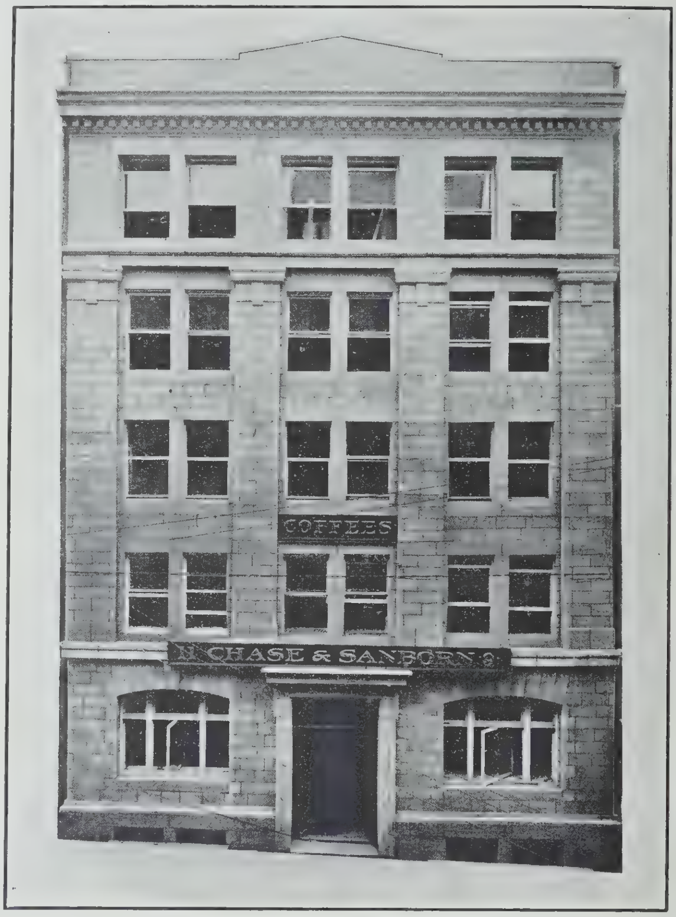
ESTABLISHED IN 1842.

export trade in dairy produce on this continent remains undisputed. The exports of cheese from Montreal for the seven months of the past season amounted to 2,227,838 boxes, or 178,227,040 pounds, while the exports of cheese from New York for the eleven months ending November 30, amounted to 391,234 boxes or 23,474,040 pounds, which is a considerable increase over the shipments from New York for the eleven months ended November 30, 1905. The exports of Canadian cheese from New York for the ten months ended Nov. 1, 1906, amounted to only 41,687 boxes or 3,335,000 pounds, as against 122,560 boxes or 9,804,824 pounds for the eleven months ended Nov. 30, 1905.

The exports of butter from Montreal for the seven months of the past season amounted to 361,400 packages or 21,684,000 pounds. The exports from New York for the eleven months ended November 30, amounted to 284,758 packages or 21,355,900 pounds, a decided increase over the shipments of the previous year. The exports of Canadian butter from New York for the ten months ended Nov. 1, 1906, amounted to only 1,680 packages or 101,000 pounds, as compared with 35,024 packages of 2,101,479 pounds for the eleven months ended Nov. 30, 1905.

The figures in detail are as follows from Montreal for sixteen seasons:—

	Cheese Bxs.	Butter Pkgs.
1906	2,227,838	361,400
1905	2,121,101	573,449
1904	2,114,639	490,300
1903	2,395,932	338,277
1902	2,109,171	539,845
1901	1,791,613	410,893
1900	2,077,482	256,563
1899	1,896,496	451,050
1898	1,888,785	278,922
1897	2,102,985	225,268
1896	1,726,226	157,321
1895	1,716,007	69,664
1894	1,726,058	32,137
1893	1,682,946	76,914
1892	1,608,353	103,139
1891	1,352,670	81,801



THE CHASE & SANBORN BUILDING

THE HUDON & ORSALI BUILDING

CHASE & SANBORN

MONTREAL, CANADA

Importers and Roasters of

Coffees

Office and Warehouse,

9 & 11 St. Helen st.

BELL TEL. Main 4964 " 4965 " 4966 " 910

MERCHANTS TEL. 352

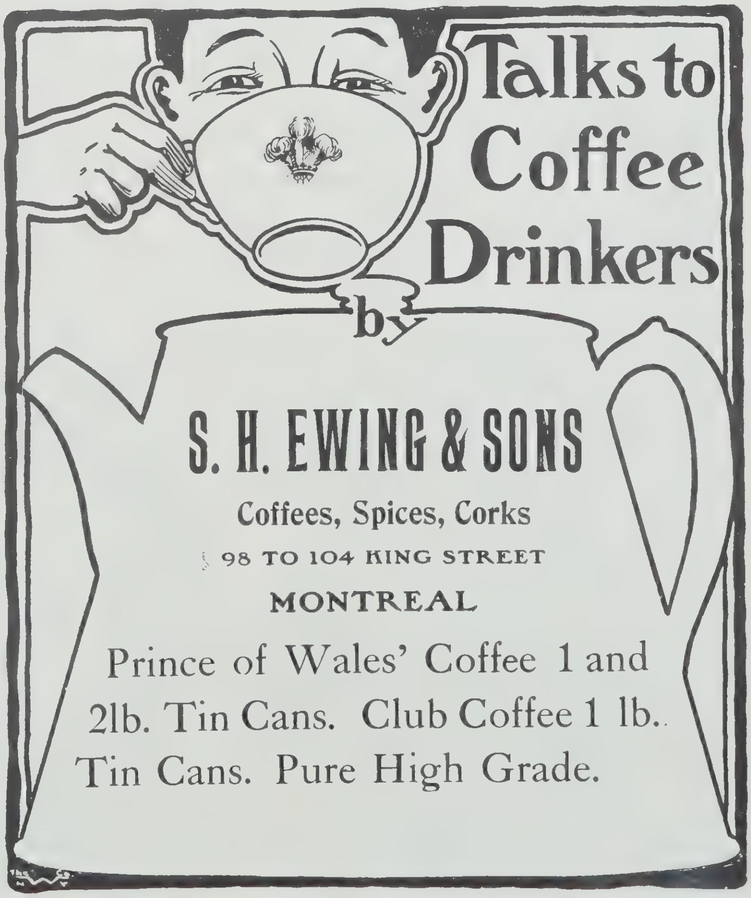
Hudon & Orsali

Established 1875

Importers of

Groceries
Teas
Wines
and
Liquors

259 St. Paul Street
and 3, 5, 7, 9, 11
Vaudreuil Street
MONTREAL



S. H. EWING & SONS

Coffees, Spices, Corks

98 TO 104 KING STREET

MONTREAL

Prince of Wales' Coffee 1 and 2lb. Tin Cans. Club Coffee 1 lb. Tin Cans. Pure High Grade.

Montreal Street Railway System

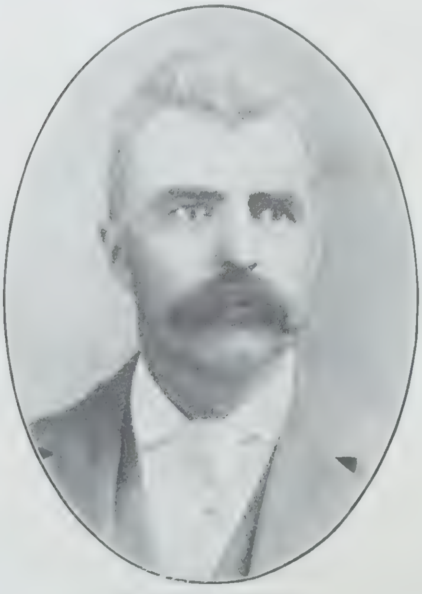
THE ONE public utility of which all Montrealers are proud and which receives unstinted praise and approbation from visitors, is the electric railway system of the city and its outlying districts.

Under one management, with cars that are the peers of anything now in operation in the world, with universal transfers, so that a passenger may reach his destination anywhere in the city for one fare, and at the same time have that fare one of the cheapest in the world, are the features of the Montreal Street Railway Company.

In 1892 began the electrification of what was an old and antiquated horsecar system, good enough in its day and generation, but long ago relegated to the shelf along with other things that have been. Electricity as applied to railways was then comparatively new, and many things with which we are now familiar, were then practically untried. For instance there were the hills to combat, for Montreal is one of the hilliest cities on the continent of North America. Could an electric car proceed up these steep grades? Many contended that they could not, but they did. Again, there was the question of heavy snow storms during the winter months. Men who had spent their lives with the old City Passenger Railway, which by the way went out of business every winter and put on sleighs in place of cars, contended that the tracks could never be kept clear of snow Again there was the breaking up of the winter to contend with, the mountains of melting snow, fast turning to rainwater and slush. All these difficulties had to be surmounted and they were.

The steep grades which are met by well nigh every line in the city meant a vast expenditure of power, while the layout of the city, with its comparatively fewthoroughfares of sufficient width to contain tracks in the congested quarter to which quarter the great mass of people must go every working day, are problems to contend with. That the grades on some of the streets are of unusual character for a large city is proven by the fact that St. Denis Street has a maximum grade of 8%, St. Lawrence Street 8%, Beaver Hall Hill 11%, Windsor Street 10%, while Guy Street, Cote des Neiges, St. Lambert Hill, and Place 'd'Armes Hill, all have a maximum grade of 11%. Old Mount Royal is a lovely bit of nature's architecture, but it is not just exactly what a street railway company would pick out as ideal ground for operations. However, as before stated, all these difficulties were overcome, and now the big handsome cars, larger and finer than are operated in any other section of the world, being specially designed for the Montreal Street Railway service and constructed in their own shops, mount these hills with comparative ease.

A word here pertaining to these latest cars would not be amiss. After going into the matter most carefully and trying out various designs, the management came to the conclusion that none of them quite filled the bill. They, therefore, designed what is familiarly known as


MR. DUNCAN McDONALD,
Manager, Montreal Street Railway System.

MR. W. G. ROSS,
Managing Director, Montreal Street Railway System.

MR. PATRICK DUBEE
Secretary, Montreal Street Railway System.

NO OTHER FLOUR EQUALS

Ogilvie's

Royal Household

IN

Quality

Reputation or

Sales

MADE

For Prince and People

BY

THE OGILVIE FLOUR MILLS CO., LTD.

MONTREAL - - WINNIPEG - - FORT WILLIAM

the "pay-as-you-enter-car." The cars are of extraordinary length, are fitted with immense plate glass windows and have three doors, two at the rear and one in front. The rear platform is of great length, sufficiently large to accommodate 25 passengers or more. Brass railings divides off the entrance from the exit, while the conductor stands between the two with full command of passengers, coming on, as well as those alighting. The door nearest the platform steps is utilized by the outgoing passengers, as is also the door at the front of the car and which is controlled by means of a lever by the motorman. The passengers as they step upon the rear platform drop their ticket or money into the conductor's box, which is readily accessible at the passengers' right as they move along. Entering the car they seat themselves on rattan upholstered furniture; in the forward part of the car, these seats are crosswise as in a railway coach, while in the rear portion of the car, they are placed against the walls. Between each window is an electric bell, communicating with the conductor; this method has many advantages over any yet put into use; in the first place the cars can be loaded and unloaded at the same time, while the conductor has no occasion to leave his post on the platform. Again the crush and bustle of collecting tickets inside the car is obviated, much to the relief of the passengers. The motors on these cars are of a particularly heavy and powerful pattern, and the cars are controlled by air-brakes. The lighting is of the most lavish and artistic character, a passenger being able to read during the evening the finest print without the least inconvenience. The heating during the cold months is done with electrical apparatus. It is the intention of the management to equip their entire system with this character of car, actual use having demonstrated it to be far more popular with the public than the old style, while from the Company's point of view the fares are more easily collected and the car kept under more perfect control, by reason of the fact that the conductor is ever present at his post, and what is most important to the public a great preventative of accidents.

The growth of the Montreal Street Railway System since its inception has been nothing short of marvellous, indicating how a properly managed street railway, which caters to the public's necessities can grow in power as well as in favour in a comparative short period. In 1892 the total trackage of the Montreal Street Railway was 12½ miles, devoted very largely to the centre of the city; to-day the system has a total of 130 miles. In the year 1892 the Company operated just 50 cars; to-day they have 500 running and are building more as fast as their shops can turn them out. The total number of passengers carried in 1892 was 6,058,670. In the year 1906 the Company carried 100,872,166 and 1907 will show a large increase even over these figures. The first electric cars were little four wheeled fellows, with a capacity of not over one third the present cars, and with no bodily comforts to speak of. These were the type of the day; the changes have come with the years. The present system of the Montreal Street Railway includes not only its original beginnings, but in the course of years has taken in other systems as well, so that now its cars practically cover the island of Montreal; in fact it is the only system on the Island. The absorbed lines include the Montreal Park and Island Railway Company, reaching out around Mount Royal, and thence to Cartierville, to Lachine, etc., and also the lines of the Montreal Terminal Railway, the lines of which extend to the eastern end of the Island. The three lines under the one management has tended to give the citizens of outlying municipalities, a much better service than they before received, and at a much more reasonable price. It has been the aim of the Montreal Street Railway Management to encourage and build up these municipalities and in order to do this many of them have been given a city fare, whereas previous to the amalgamation passengers going to and fro were obliged to pay a fare on both the city and suburban lines.

MONTREAL STREET RAILWAY BUILDING

To those accustomed to paying street railway fares in American cities the rates in vogue on the Montreal Street Railway system are a revelation. Tickets, good for adults, at all hours, up to midnight, are sold at six for twenty-five cents, or twenty-five for a dollar. Tickets good up to eight o'clock in the morning and between the hours of five and seven o'clock in the evening are sold at the rate of eight for twenty-five cents, while children's tickets are sold ten for twenty-five cents. General transfers are given so that a passenger from any part of the City may reach his destination in any other

The Progress Made

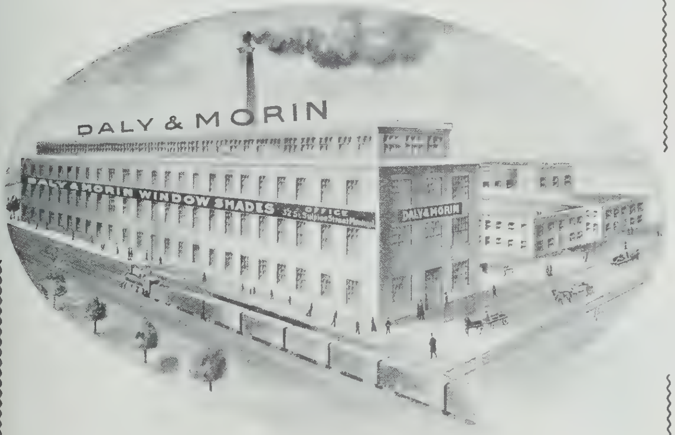
in the milling industry during the last decade has been enormous and the flours made to-day are infinitely superior in every way to those made a few years ago. It is an admitted fact amongst flour buyers and flour users, that "FIVE ROSES" Flour typifies this progress, and it is unhesitatingly named as the Standard Hard Wheat Flour of the world. Made by the most scientific methods in the most modern mills in Canada, "FIVE ROSES" is without equal for quality, uniformity and reliability and the satisfactory results obtained from its use.

Ask your Grocer for a bag to-day.

Lake of the Woods Milling Co.,

LIMITED.

MONTREAL WINNIPEG KEEWATIN TORONTO PORTAGE LA PRAIRIE
QUEBEC ST. JOHN, N.B. OTTAWA LONDON, ONT.



DALY & MORIN
DALY & MORIN WINDOW SHADES OFFICE
DALY & MORIN

Daly & Morin

MANUFACTURERS OF

WINDOW SHADES
CURTAIN POLES
and TRIMMINGS

32 ST. SULPICE ST., MONTREAL
FACTORY, LACHINE

THE

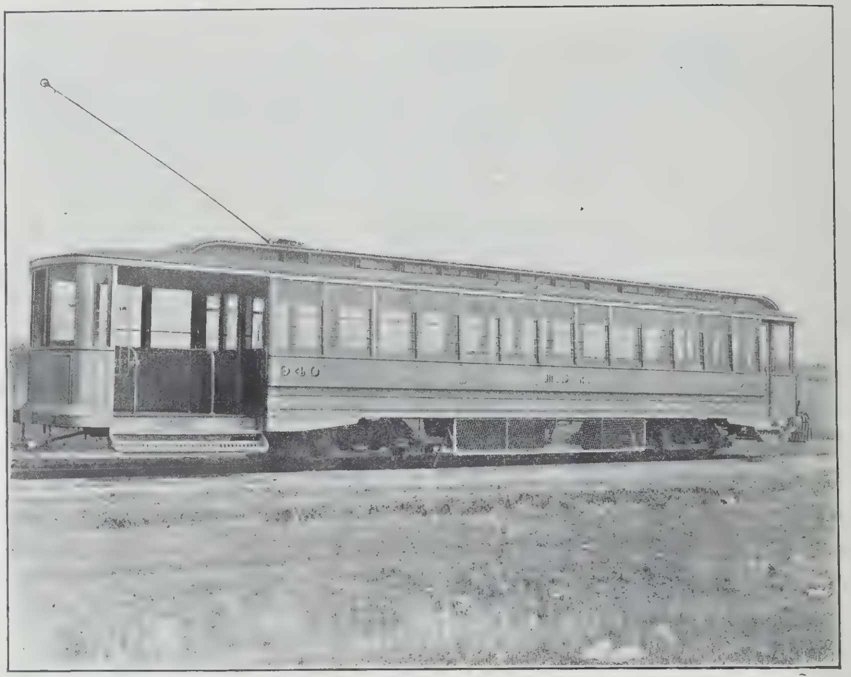
R. D. MARTIN CO., LTD.

GRAIN EXPORTERS

BOARD OF TRADE, MONTREAL
GRAIN EXCHANGE, WINNIPEG
PRODUCE EXCHANGE, NEW YORK

section, all for one fare. This low rate of fare is not equalled on the continent of America and it is much lower than any European city, and at the same time the service in every particular excels that of any city on the continent of like size or larger.

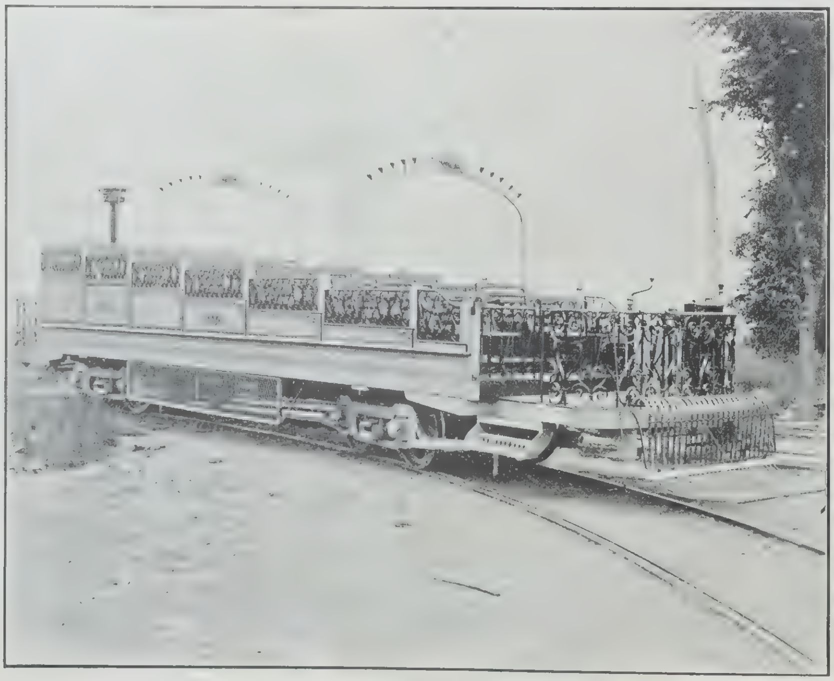
The politeness of the Company's employees is a matter of universal comment. When a passenger asks a question he receives a polite answer, while the conductors take every pains and precaution in aiding the passengers to mount and dismount. These are matters which the management are very particular about, and any complaints of ungentlemanly conduct on the part of their employees are carefully investigated. and if found as alleged the employee is called strictly to account. Among the conductors and motormen, there is a notable quality of "espirit de corp". They are trim as regards their uniforms, and cleanly. Many of these qualities are mainly attributable to the management of the Montreal Street Railway, for no corporation treats their men with more consideration. With an idea of advancing the interests of the men, the Company some years ago inaugurated what is known as the Montreal Street Railway Mutual Benefit Association. As its name implies, this organization has for its incentive the mutual advancement of the interests of the men, and for this purpose the Company has given funds most generously. The benefits arising include a doctor when ill, free medicine, an old age pension, and in case of death a tidy sum to the family of the deceased. No employee of the Montreal Street Railway, who has done years of work, requires to worry about his old age. For all these benefits the men are charged the sum of $6.00 per year. payable at the rate of 50 cents per month. As may be readily imagined, this sum goes only a short way toward defraying the expenses of such an organization, so in order to meet the deficiencies the Company gives a handsome cash contribution and an annual picnic, the total profits of which go into the treasury of the Association. This Picnic, given in Dominion Park, is of a week's duration, and is attended by tens of thousands of people nightly. The management supplies extraordinary attractions and the week is one of the features of the summer months.



PAY-AS-YOU ENTER CAR, MONTREAL. STREET RAILWAY

However, it is not only to their own employees, that the management is kind, but to the poor of the city as well. During the heated term each year the children of the city and surrounding districts, divided up into the different parishes, are taken for free outings on the cars, and at times as many as two to three thousand children are given an outing at one time; such thoughtful acts as these tend to make the Montreal Street Railway Company, the popular Company that it is.

There are few street railway systems operating through so fine a country as that surrounding Montreal. The lines of the Montreal Street Railway extend along the shores of the St. Lawrence River, both east and west. Easterly they run to Bout de l'Ile, the end of the Island, while to the west, the lines extend up by the roaring Lachine Rapids, to the town of Lachine itself. In a northerly and northeasterly direction, the lines run around beautiful Mount Royal, and thence on to the Back River and Cartierville, through quaint settlements, which have stood just as they are for upwards of one hundred years, run the cars, the terminals being quaint and picturesque villages, located on the shores of the Back River. On a summer afternoon or evening, no more enjoyable outing can be imagined than one of these many trips.



OBSERVATION CAR, MONTREAL STREET RAILWAY

C. R. TAYLOR

GRAIN

DOMESTIC AND EXPORT

SPECIALTY

OATS

316 Board of Trade Building
MONTREAL

CORRESPONDENCE INVITED

CABLE ADDRESS—
"CARRUTH"

Jas. Carruthers & Co.
Limited.

GRAIN EXPORTERS.

TORONTO, MONTREAL and WINNIPEG.

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ARTHUR J. GRUBERT, Sec'y and Managing Director

Established 1808 *Incorporated 1904*

Union Brewery
LIMITED.

Brewers of High Class

ALE AND PORTER

We have just completed a new addition to our present plant which trebles our capacity and gives us an opportunity of doing a much larger volume of trade than heretofore. We are the sole purveyors of the Province of Quebec for

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Montreal Grain Elevating Co.

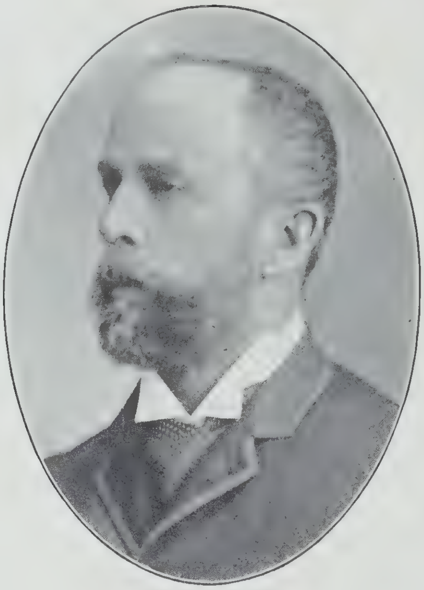
ESTABLISHED 1857

Alexander MacDougall
Managing Director

Andrew A. MacDougall
Secretary

OFFICES: No. 7 PLACE ROYALE

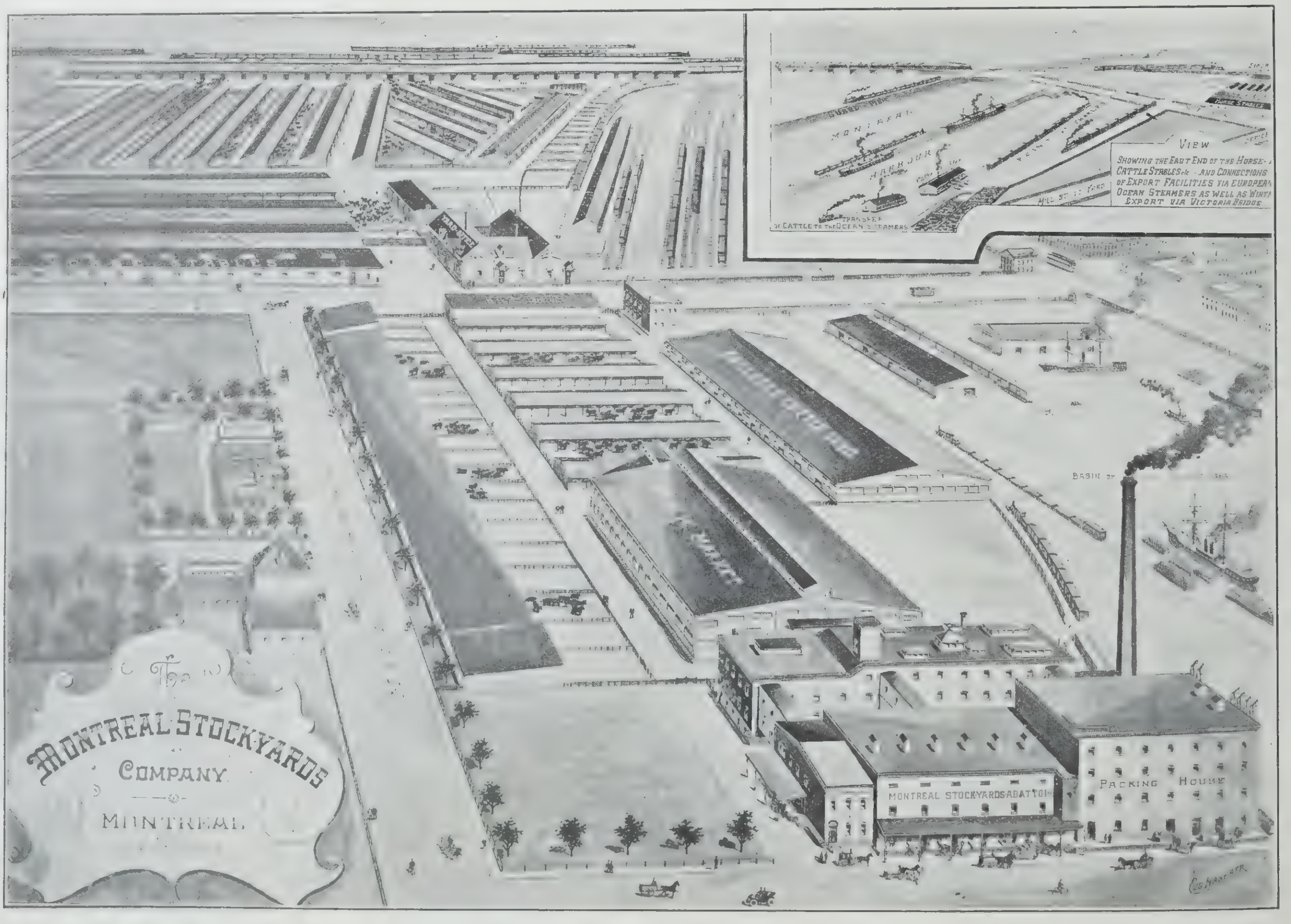
MR. F. H. CARLIN,
Manager, Montreal Stock Yards Company.



MR. WM. MANN,
President, Montreal Stock Yards Company.

THE LIVE STOCK TRADE.

Canada's live stock export trade from the Port of Montreal for the season 1906, was brought to a close four days later than in 1905, on November 29th, and one day later than in any other previous year since 1891, by the sailing of the Canadian Pacific Railway steamship Montreal, for London, with 857 head of cattle. The season as far as regards the volume of business is concerned has been a very satisfactory one, as the total exports of cattle were 128,160 head, an increase of 9,864 head compared wth 1905, and the largest of any year since 1877 with the exception of one, 1903, when the ports of Portland and Boston were closed to live stock shipments on account of foot-and-mouth disease, and in that year 147,201 head were shipped from here, of


MONTREAL HARBOUR
HORSE STABLES
VIEW
SHOWING THE EAST END OF THE HORSE & CATTLE STABLES etc. AND CONNECTIONS OF EXPORT FACILITIES VIA EUROPEAN OCEAN STEAMERS AS WELL AS WINTER EXPORT VIA VICTORIA BRIDGE
TRANSFER OF CATTLE TO THE OCEAN STEAMERS
BASIN
The MONTREAL STOCKYARDS COMPANY MONTREAL
MONTREAL STOCKYARDS ABATTOIR
PACKING HOUSE

THE MONTREAL STOCK YARDS COMPANY BUILDINGS

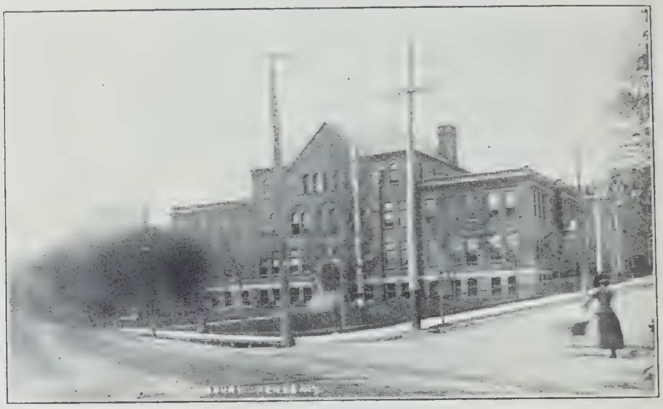
The Montreal Stock Yards Company

MONTREALERS particularly, and Canadians generally, will be both surprised and pleased to know that they have at Point St. Charles the most complete stock yards and abattoir east of Chicago, and which for completeness is not to be excelled by even those of the windy City, which are known the world over and which are among the "show" places of the West. At the abattoir of the Montreal Stock Yards Company are slaughtered all the cattle used for food in the West end of the City. In these vast enclosures, which are presided over by Mr. F. H. Carlin, manager of the Company, there are quarters for 7,000 head of cattle, between 6,000 and 7,000 sheep and 3,000 hogs. In addition there is also a large building, where 700 additional cattle may be tied up. For horses there is accommodation for 300 head, the structure being fitted with stalls, and the whole nicely painted. It may be well right here to mention, perhaps, that for cleanliness the yards and abattoir of the Montreal Stock Yards Company are second to none on the continent. The tracks of the Grand Trunk Railway, that great feeder from both Ontario and the West, run directly alongside of the long rows of sheds and stables, permitting the loading and unloading of stock with the least possible inconvenience, and doing the work in the least possible space of time. From these cars thousands upon thousands of head of stock are unloaded each year, some to go into the local market, but the vast majority to be reshipped upon the ocean liners to distant parts across the Atlantic, for the advantages of Montreal and the Montreal Stock Yards Company combined are such that all shippers from all sections of Canada and the United States have found it best to do business this way, in place of sending it to such ports as Portland and Boston, being fed and rested before continuing their journey. This trade has grown wonderfully since the Montreal Stock Yards Company completed its plant, the high character of the accommodation being a great consideration and Montreal a central point.

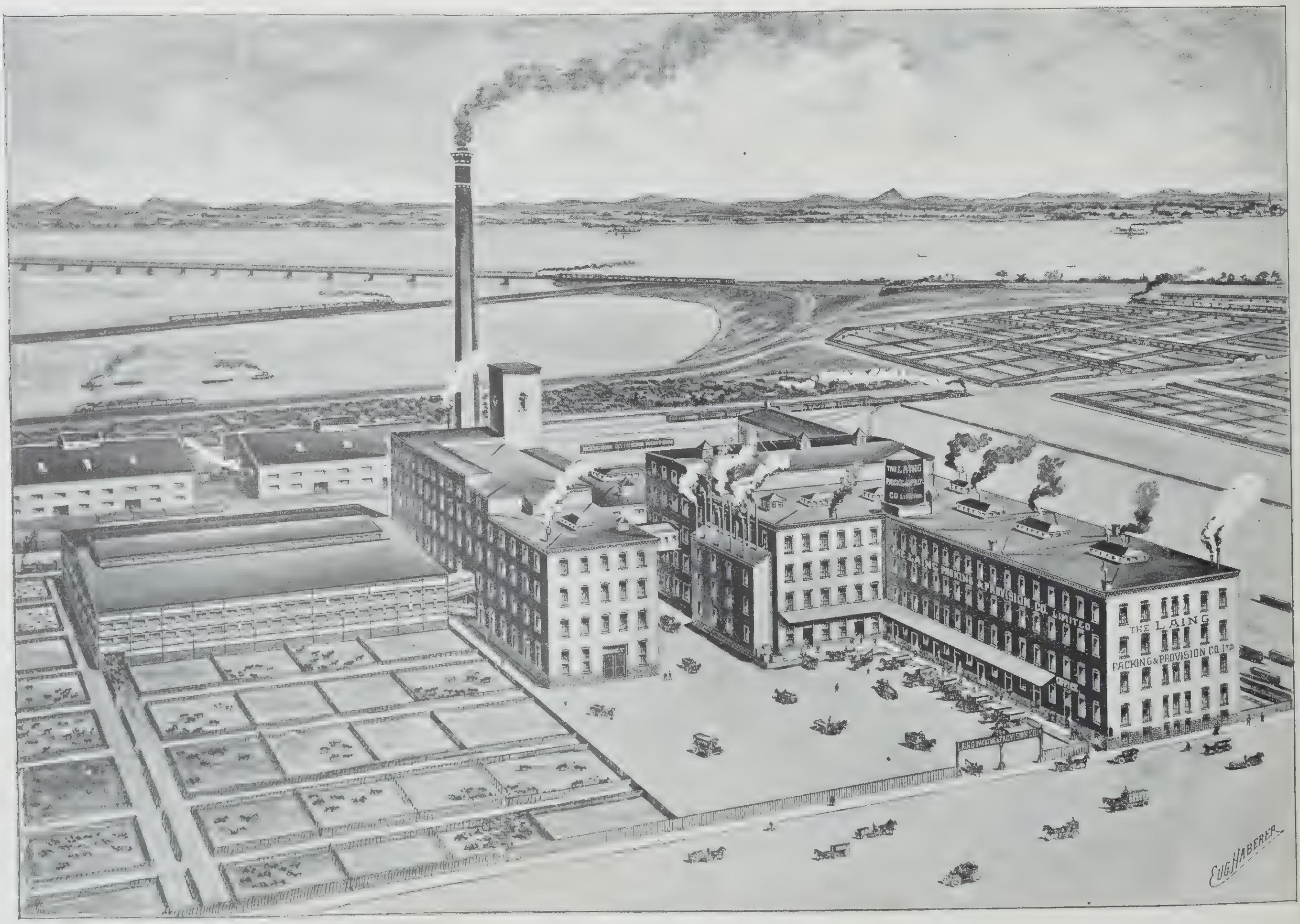
The abattoir has a slaughtering capacity of 5,000 cattle, 5,000 hogs and between 4,000 and 5,000 sheep per week, with one shift working only. Thus it can be seen that when need be the figures given can almost be doubled. In an article of this character it is hardly necessary to go into a minute description of the processes in vogue in this abattoir, in which are adopted all the latest and best methods in use in Chicago with numerous improvements, which have suggested themselves from time to time. A very large share of the work is done automatically, machinery taking the place of man in many respects. Overhead trolleys carry the carcasses from one portion of the building to another. Automatically the hogs are taken to the scalding vats and again each hog is delivered into the care of a mechanical scraper, which does all the work except about the joints and head. In less than five minutes from the time the hog is a squealing reality, running about on four lively legs, he is hanging, "dressed" in the refrigerator chambers with the owner's name printed nicely on his side. And his dressing is not done in amateur style practised on the farm. He is as clean as if a man had worked upon his fat carcass for a week. What applies to the hog applies also to the steer and to the sheep. Large boiler and engine rooms are a portion of the plant, the Company generating its own electricity, its own power, and there are also two powerful engines for producing cold air for the refrigerators. Connected with the plant is also a laboratory, where all the offal, blood, hair and scraps are converted into fertilizer and other abattoir products, the grades being highly prized and finding a ready sale. The City of Montreal has special arrangements in force pertaining to the slaughter of cattle for use in the City, and these arrangements with the Montreal Stock Yards Company have proven a great benefit, for not only has the City received additional revenue, but, more important still, the killing and sale of diseased cattle has by this method been absolutely stopped. Buyers of provisions throughout the City should see to it that their purchases are abattoir slaughtered, and should insist on their dealers providing them with this class of meats. In this way they are assured, owing to the rigid City inspection, that their meats are absolutely free from disease and impurities, which may result in serious consequences.

DORCHESTER ST. FROM GREEN AVE. WESTMOUNT

which 44,657 head came from the United States, while this year there were only 20,588 head. The same cannot be said of the sheep trade, as it has been steadily falling away since 1903, and the exports for 1906 have been the smallest since 1893, there being only 10,971 head shipped, while the largest shipments on record were in 1895, when 210,607 head went forward to the English markets. The total expenditure of the export live stock trade in 1906 amounted to $9,945,425, an increase of $815,294, as compared with 1905, which is made up by an advance in the value of cattle of $1 per head and in sheep of 50c., while the hay consumed on the voyage cost $2.50 more per ton than a year before, and a larger number of men had also to be employed to care for the stock.



WESTMOUNT ACADEMY, WESTMOUNT .



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THE LAING PACKING & PROVISION COMPANY BUILDINGS

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Cables, Preserves, Montreal.

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PACKER AND
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Ice Castle Canned Goods, Pure Food Products,

BALMORAL

(Regd.)

PURE

Jams, Jellies and Marmalades,

These Goods are guaranteed absolutely pure and the finest it is possible to produce ; they are manufactured from selected Fruits and best Granulated Sugar and have no superiors in Canada or elsewhere. They are sold by all the best and leading Grocery Stores throughout the Dominion, put up in attractive packages. Get acquainted with the quality and flavor of "BALMORAL" goods and you will use no other.

"MEATS THAT SATISFY."

The ever-increasing demand for **LAING'S** Celebrated Sugar-Cured

HAMS (our name branded on skin of each piece.) **BACON**

LARD, PORK,

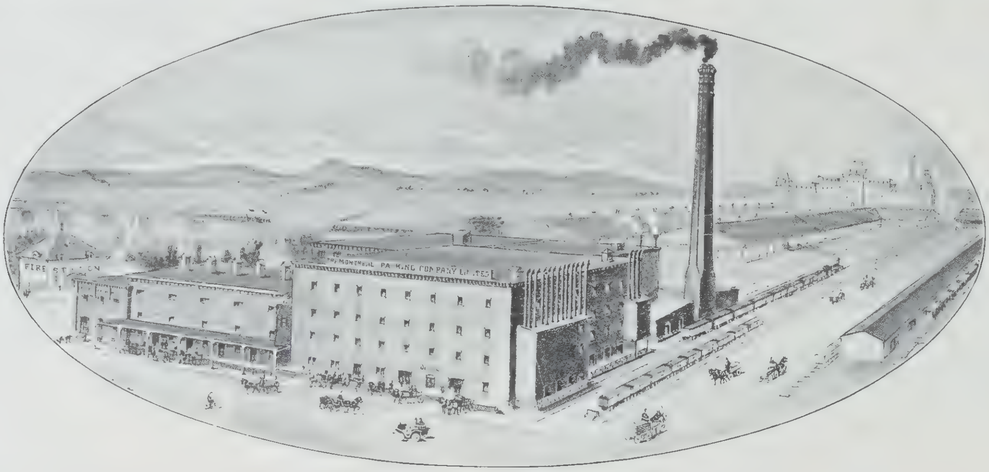
CANNED MEATS,

show that our goods are appreciated and give satisfaction.

Care is taken in the selection, buying, killing and handling of all Live Stock, thus ensuring the Consumer in buying LAING'S Meats and Lard that they get the best.

(Price Lists mailed regularly to the Trade, on application.)

The LAING Packing & Provision Co., Ltd., Montreal, Can.


FIRE STATION
THE MONTREAL PACKING COMPANY LIMITED

THE PLANT OF THE MONTREAL PACKING COMPANY LIMITED

The following table shows the shipments of live stock from the Port of Montreal for fifteen years:—

Year	Cattle	Sheep	Horses
1906	128,160	10,791	641
1905	118,296	21,036	626
1904	112,611	48,075	315
1903	147,216	61,017	373
1902	77,193	45,831	548
1901	73,791	54,538	7,386
1900	92,180	34,838	6,582
1899	81,804	58,277	4,739
1898	99,049	34,991	5,827
1897	117,237	60,638	10,051
1896	96,448	76,520	10,421
1895	94,972	210,617	13,303
1894	88,635	139,780	5,623
1893	83,322	3,743	1,660
1892	98,731	15,914	1,739

PLANT OF WM, CLARK, DRESSED MEATS, MONTREAL

Open up a tin of Clark's Lunch Tongue and notice how fresh, juicy and good looking it is.

That is the result of using only fine, young and tender tongues and then cooking them properly—preparing them so as to retain all their delicate flavor and appetizing qualities.

CLARK'S LUNCH TONGUE

For breakfast, lunch or for supper, there is nothing better than Clark's Lunch Tongue. It has a beautiful flavor and is just as appetizing as it can possibly be.

But insist on having Clark's. That name is *your* guarantee of food purity, high quality and fine flavor.

Do not accept imported canned meats of *only average quality* upon which you have to pay a high duty, when you can get the *very best* by insisting on and getting Clark's Meats.

WM. CLARK, MFR. - - MONTREAL.

From Pigs to Bacon

THE MONTREAL PACKING COMPANY, LIMITED, a cut of whose plant appears on the opposite side, is practically a newcomer into the field of provision commodities, but the great progress this Company has made, and the reputation it has established for the now well known "Corona" Hams and Bacon, warrants the statement that this Company is one of our most progressive manufacturing concerns.

As very few of our readers have time to visit a packing plant, the following brief account will no doubt be found interesting:—

The Canadian Bacon industry dates back over thirty or thirty-five years, although it is only within the last fifteen or twenty years that it has assumed anything like large proportions. During the early history of the industry, the superior quality of bacon from Canadian hogs made itself felt in Great Britain, with the result that prices have been constantly advancing from year to year, until to-day nearly every farmer in the older portions of Canada finds it profitable to raise and fatten "porkers." Almost every town and village in the hog-raising districts is the home of one or more "drovers," whose business it is to drive through the country, calling from farmhouse to farmhouse, buying bacon hogs. These are brought to the local market, and loaded into cars for shipment to the packing centres, where they are sold to the packer at a sufficient advance in price to pay freight and shrinkage in transit, and leave a margin of profit for the drover's work.

Having arrived at the packer's yards, let us follow up a car of these bacon makers, as they pass through the Montreal Packing Company's Plant, where they are converted into the well known "Corona" Hams and Bacon.

The hogs are first passed through a narrow passage-way known as the "culling alley," which is provided with a swinging gate worked by a lever in the hands of a skilled inspector. In this way the hogs are classed into various grades, the rougher hogs for the lumber trade, certain weights for various export cuts, and still other select weights for the Canadian city trade, to be manufactured into fancy "Corona" meats. We will follow this latter group to the slaughtering pen, where, on being hoisted by one of the hind feet to an overhead tracking, they are quickly dispatched and left hanging head down until dead and thoroughly bled. The hog is then passed to the "scalding vat," where one after another they are dropped from the rail into hot water, and are gradually passed to the other end of the long vat, and automatically lifted to a platform level with the top of the vat. Here they are fastened to an endless chain and drawn through the "Scraper" a mechanical device which removes the hair. From the "scraper," by means of a trolley system on overhead tracks, they are conveyed past a line of workmen, each man doing a small portion of the work until the "dressing" process is complete. The carcasses are then transferred to the "chill-rooms," where they are left until the animal heat is thoroughly removed. On being removed to the chill-rooms the hogs are dropped from the trolley to the cutting-table. The top of this table is composed of wooden rollers, along which the sides of meat pass while the workmen cut off the Hams, Shoulders, Breakfast and Windsor Bacon. In shaping these various cuts, a considerable quantity of meat is trimmed off, which is manufactured into sausage,—the hams and bacon passing to the cellars, where they are treated with a mixture of salt and sugar. It is this sugar-curing recipe, together with a special maturing process, that gives to "Corona" Hams and Breakfast Bacon that delicate flavor which distinguishes them from all other brands. When the curing process is complete, the meats are passed into the "smoke-house," where they are subject to the smoke of hard wood. From the smoke-house they pass to the cooling and wrapping rooms, where each piece is separately wrapped in parchment paper, and is then ready for the market.

The care taken at every step in the manufacture of "Corona" Hams and Bacon results in an ultimate delicious, palatable flavor not found in other meats.

If you are not already using **"CORONA"**—try it.

Brews and Liquors

THERE are few lines of production and distribution in Montreal which exceed in importance the brewing interest, which represents the investment of large capital and engages the attention of numerous old established enterprises, several of which have been features of the city's growth and development during the last three-quarters of a century. The numerous advantages that centre here, the superior transportation facilities afforded, its access to raw materials, etc., give to the city advantages for the active prosecution of this industry which are surpassed by those of no other industrial centre on this continent.

The population of Montreal and of this province is made up of many elements, the descendants of the various peoples of the British Isles and of France largely predominating, and it is but natural that the colonists from those countries should possess the social tastes and habits of their ancestors, therefore the brewing interest has long constituted an important department of production in this city.

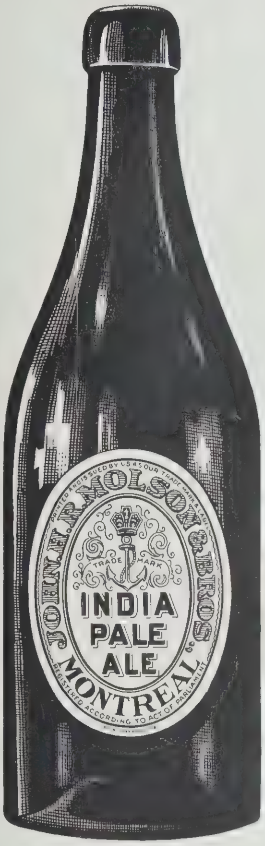
Many of the products of Montreal breweries have become widely famous for their superior excellence, and the demand for these products is constantly expanding, this being especially true of the ales and porter brewed here, which besides being popular throughout Canada have attained a prominent position in the favor of American consumers.

MR. ARTHUR GRUBERT,
Managing Director, Union Brewing Company, Limited.

THE SUN LIFE ASSURANCE COMPANY BUILDING.

During recent years there has been a marked improvement in brewing processes, due to the invention of improved machines and appliances, not only in connection with the brewing itself, but also and especially in the keeping of the products in marketable condition, and in these important particulars the leading establishments of Montreal are fully abreast of modern progress, and in point of equipment are regarded as models, while able management maintains the high standard of the products, and continues to increase the volume of demand for them.

Besides its prominence as a producing centre in malt liquors, Montreal is an important distributing point for these and distilled liquors, as well as for wines and imported distillations, the



A Brewery that is Right Up-to-date

Although our brewery is the oldest in Canada, everything about it is right up-to-date.

We have only held to the old methods where we have found them better than the new.

But wherever we have been able to improve the quality of our beer by adopting new methods we have done so.

We have had over one hundred and twenty years' experience brewing good ale.

Add to this experience one of the most up-to-date plants to brew it with, and you have one of the finest ales made in Canada.

Molson's India Pale Ale

Piper-Heidsieck Champagne

THE WINE OF WINES

Sparkling, Foaming, Deliciously Bracing

THE UNEXCELLED FAVORITE OF THE TRUE CONNOISSEUR

ASK FOR IT OF YOUR DEALER.

Ph. Richard's Brandy

An Old, Pure, Genuine Cognac with an exquisite flavor, improved and ripened by age and specially suited for invalids and convalescents.

Insist upon having this guaranteed Brand.

MILLER "HIGH LIFE"

The Best Milwaukee Lager Beer.

Charms by its exquisite flavor; it infuses a new life into the digestive organs, it gives appetite, it helps digestion and by its nutritive qualities it restores strength and relieves the exhausted system.

IT IS THE IDEAL BEER.

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Mitchell's Scotch AND Irish Whiskies

UNRIVALLED!

Sweet, bracing, matured through years in wood. Served in the best homes, first-class restaurants, clubs and hotels.

"HIAWATHA"

The Leader of Table Waters.

Pure, Sparkling, Richly Mineralized.

The Great Favorite Everywhere.

It has easily won over all its rivals.

General Purveyors to the Trade: LAPORTE, MARTIN & CO., Limited, Montreal.

transactions in the wine and spirit trade forming a prominent item in the aggregate of the business that centres in this city. Many of the houses so engaged are the direct representatives of the principal distilling enterprises in Scotland and Ireland, as well as in Canada, while others have specially influential relations with the wine-growing districts of continental Europe. The importing business in wines and liquors is one of large volume, forming one of the most important items of our foreign commerce, and the stocks carried by the leading houses in this line represent in their assortment all of the diversified products of many lands, and as the most favorable and direct relations are maintained with producing centres, they are enabled to meet every demand of the trade most efficiently, and the volume of business shows a steady and gratifying increase with each succeeding year.

Closely allied to these lines of trade is the manufacture and bottling of summer beverages, in which line of production Montreal is prominent both as a producing and distributing centre. In aerated waters, ginger ale, soda and kindred beverages a large business is transacted, the leading establishments engaged in this department of industrial activity being unsurpassed in completeness of equipment, while the products are unexcelled in every essential detail, and this special branch of business life is most efficiently represented.

THE NEW YORK LIFE INSURANCE COMPANY BUILDING

JAMES WATSON & CO.,
LIMITED

Scotch Whisky Distillers

DUNDEE, SCOTLAND

MARTELL'S Three Star Brandy

is made from wine—the pure juice of the grape. It is the safe brandy—the Brandy almost invariably specified by reputable physicians.

For Sale by Leading Wine Merchants.

The Trade of Canada

THE tide of Canada's trade has flowed through the year 1906 in ever rising volume. Prosperity has abounded. Foreign trade, domestic trade, railway traffic, bank deposits, bank clearings, note circulation, immigration, industrial development; in short, every index of material growth has reached a new mark in the ascending scale. The achievements of the past once the theme of congratulation have all been dwarfed and made to appear puny. Indeed, it is doubtful if any other country can match the record of Canada during the year in material progress. Nor does it seem possible to fix a limit to the expansion the future has in promise. Immigration in the twelve months exceeded 200,000 souls, drawn principally from Great Britain and the United States, and the movement appears almost at its inception. From a total of 49,000 in 1901, the number of incoming settlers has augmented to 130,000 in 1904, 146,000 in 1905, and rather more than 200,000 in 1906. Yet the demand for labor is more insistent than ever, in fact the deterrent factor to a greater industrial activity has been the scarcity of labor, checking the progress of railway construction, of mineral output, of commercial development in many directions. Wages have risen generally; staple products are dearer on the year; crops have been good the country over; mercantile failures few and unimportant; the railways have been taxed to their utmost capacity to handle the volume of traffic which appears to grow even more rapidly than the provision of rolling stock. It is a time of optimism. Capitalists and captains of industry are realizing that the past affords no measure whatever by which to gauge the commercial future of the Dominion, and are planning on a large scale to meet the requirements of the early years, so that while the onward trade will sometime or other have its ebb, that day seems yet a distant one.

In ten years the foreign trade of Canada has increased from $47 per head of population to $87 per head, the population being computed at 5,100,000 in 1896 and 6,300,000 in 1906.

The crops were a good average the Dominion over, the production of wheat in the northwest provinces approximating 90,000,000 bushels, but averaging per acre somewhat less than in 1905, while the wheat yield of Ontario was 22,108,000 bushels, or 600,000 bushels in excess of 1905 on a somewhat reduced acreage.

THE MONTREAL FACTORY AND OFFICES OF THE SMART BAG COMPANY, LIMITED

COMPARATIVE IMPORTS.

The value of goods imported into Canada during the last four fiscal years has been as follows:—

	1904.	1905.
Dutiable goods.	$148,902,381	$150,914,668
Free goods..................	94,684,043	100,688,332
Coin and Bullion............	7,874,313	10,308,435
Total...................	$251,460,737	$261,911,435

	1906.	1907.
Dutiable goods.	$173,027,710	$152,045,068
Free goods..................	110,236,095	97,672,345
Coin and Bullion............	7,078,603	7,517,008
Total...................	$290,342,408	$257,234,421

The increase in importation of merchandise, apart from coin and bullion, has been very large, about

The Smart Bag Company, Limited

HEAD OFFICE, MONTREAL

Lt.-Col. Chas. A. Smart, *President & Man. Dir.*

J. T. F. Keene, *General Manager.*

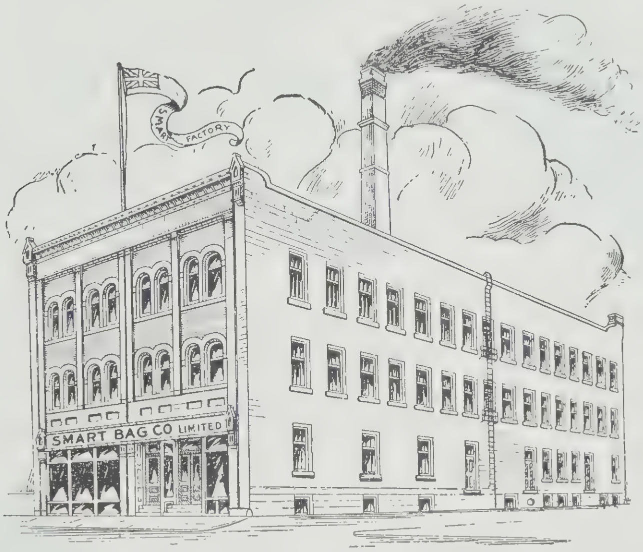
Richard Steacie, *Sec.-Treas.*

MONTREAL
P. J. Cornforth, *Manager.*

TORONTO
F Judd Kennedy, *Manager.*
Thos. Mitchell, *Asst.-Manager.*

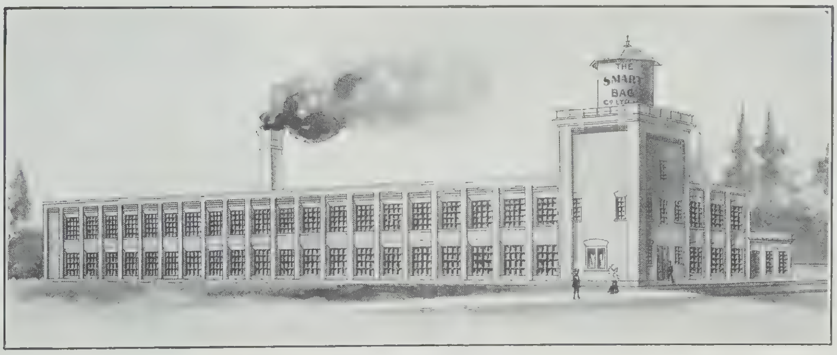
WINNIPEG
W. G. McMahon,
Western Man.-Director.

Jute and Cotton Bags



WINNIPEG FACTORY.

Burlaps, Canvases, Twines, Etc.



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Our Plants are new and equipped with the latest and most up-to-date Machinery, so we can guarantee satisfactory goods and prompt deliveries.

We Solicit Your Patronage.

$32,000,000 on the year 1906 over 1905, the greatest twelve month gain yet made. To appreciate the significance of the figures it is necessary to look over a period of ten years when this comparison is found, coin and bullion being omitted:—

MR. CHARLES GURD,
of Charles Gurd & Company.

	Dutiable.	Free.
1897	$74,108,590	$40,433,825
1898	84,141,104	56,181,949
1899	98,349,633	59,709,541
1900	112,943,896	68,381,179
1901	115,574,658	71,303,573
1902	127,955,281	78,003,472
1903	143,839,632	88,398,532
1904	148,902,381	94,684,043
1905	150,914,668	100,688,332
1906	173,027,710	110,236,095

The increase during the decade reached about 135 per cent. in the case of Dutiable imports, and no less than 175 per cent. in the case of Free imports, a very remarkable ratio of expansion.

The fiscal year of Canada which formerly ended on June 30th was in 1906 altered so as to terminate on March 31st. The last fiscal year, 1906–7, is, therefore, a broken period of nine months, and comparative figures must be read with this qualification in mind. The imports of merchandise into the Dominion in the nine months ending March 31st, 1907, amounted to $249,717,413, as against $202,210,937 in the corresponding period of the previous year, an increase of $47,500,000. Taking a proportionate increase for the three months, April to June of 1907, the imports of this year will total $346,000,000, or three times in value what they were ten years ago.

While Canada trades more or less with all countries, her largest purchases are from the United States, which supplies much more than one-half the total imports, as the following table will show:

Imports from	1896.	1901.	1906.
United States	$58,574,024	$110,485,008	$175,862,071
Great Britain	32,979,742	43,018,164	69,176,189
France	2,810,942	5,398,021	7,667,987
Germany	5,931,459	7,021,405	6,987,314
Switzerland	332,120	602,658	2,012,405
Belgium	920,758	3,828,450	2,610,081
Italy	230,917	541,785	553,755
Holland	299,852	1,270,540	1,179,892
China and Japan	2,671,418	2,450,022	2,217,517
British East Indies	....	......	6,352,625
British West Indies	1,896,426	1,801,740	5,864,470
British Guiana	......	......	2,494,209
Newfoundland	551,412	625,568	1,758,425

The trade of Canada with two countries in particular may be said to have been influenced in an important degree by Tariff Legislation—Germany and the British West Indies. Imports from Germany were rapidly rising in the years preceding 1903. From a total of $3,825,763 in 1893 they had in ten years augmented to $12,282,637. Then the tariff discrimination against Germany was applied, all merchandise of German origin being subjected to one-third more duty than that of other countries, with the result that Canada's imports from Germany have declined to $6,987,314, or not much less than 50 per cent. But if Germany's trade was hurt by a surtax, that with the British West Indies was helped by a tariff preference on sugar and molasses, the value of imports from those Islands increasing from $1,801,740 in 1901 to $5,864,470 in 1906.

The value of Dutiable Imports under the three tariffs in force in Canada was as follows in 1906; General Tariff $112,920,570; Preferential Tariff applicable to British goods $54,164,102; surtax tariff applicable to German goods $5,943,038.

MR. JOHN MACFARLANE
President, St. Raymond Paper Company, Limited.

The proportion of dutiable and free goods imported from Great Britain and the United States last year was;—

	Dutiable.	Free.
Great Britain	$52,748,623	$16,578,863
United States	89,391,824	86,321,295

Roughly speaking, 25 per cent. of Canada's purchases from Great Britain enter free of duty, while 50 per cent. of her purchases from the United States enter free. This apparent anomaly, which has always existed, arises from

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Every Merchant wants his merchandise to be recognized by the women of his town as in a "class by itself." It means sure trade, Quick sales, and good profits.

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You will also find a wealth of exclusive materials to choose from in the Fall Range.

The originators of good merchandise

Our Terms are strictly 2 per cent. 30 days

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WOOLSKINS FOR CLOTHING MANUFACTURE

LEATHER FACTORY : Cor. Amity, Chausse and Parthenais Streets

OFFICE and Glove Factory : 1121-23 St. Catherine East, MONTREAL, Can.

the fact that the raw material of Canadian manufactures so far as it has to be imported is drawn mainly from the United States. Here, for example, is a detail of some importations:—

FREE IMPORTS, 1906.	From United States.	From Great Britain.
Anthracite coal	$10,141,350	$162,953
Ores	1,767,540	456
Logs	888,000	......
Lumber	4,165,106	19,720
Raw furs	1,984,782	286,099
Raw silk	425,446	......
Bananas	1,124,154	......
Pine apples	186,859	......
Indian corn	5,457,080	13
Flax	1,646,178	90
Leaf tobacco	2,633,590	1,947
Binder twine	1,628,923	21,818
Coke	1,280,064	31,311
Raw cotton	8,125,561	73,907
Crude gums	1,372,991	16,143
Copper	2,920,330	29,568
Barbed wire	918,598	5,771
Coal oil	667,172	......
Crude rubber	2,391,347	1,775
Settlers' effects	7,169,617	1,949,485
Coin and bullion	7,063,695	10,673
Total	$64,058,383	$2,611,729

LT.-COL. CHAS. A. SMART,
President and Managing-Director, Smart Bag Company, Limited.
Director, Terminal Warehouse & Cartage Company.
Director, International Steel Company.

The foregoing statement serves to show how the great preponderance of free imports from the United States is made up.

THE EXPORT TRADE.

Turning now to the export side of foreign trade, the returns for the last year are found to be eminently satisfactory, the comparative figures being:

	1904.	1905.
Domestic	$198,414,439	$190,854,946
Foreign	12,641,239	10,617,115
Coin and bullion	2,465,557	1,844,811
Total	$213,521,235	$203,316,872

MR. F. W. THOMPSON.
Vice-President and General Manager of the Ogilvie Flour Mills Company, Limited

	1906.	1907. (nine months.)
Domestic	$235,483,956	$180,545,306
Foreign	11,173,846	11,541,927
Coin and bullion	9,928,828	13,189,964
Total	$256,586,630	$205,277,197

The increase in exports of domestic products is much the largest ever made in one year, exceeding that of 1905 by nearly $45,000,000, or upwards of 20 per cent. While much of this increase was due to the great wheat crops of the Northwest, the gain is shown in every department, the export of Canadian produce by groups being in 1906:—

	Total.	Increase.
Animal produce	$66,455,960	$3,118,502
Agricultural products	54,062,337	24,068,187
Forest	38,824,170	5,588,487
Mine	35,469,631	3,537,302
Manufactures	24,561,112	3,369,779
Fisheries	16,025,840	4,911,522
Miscellaneous	84,906	35,123
Total	$235,483,956	$44,628,902

The current of export trade and its expansion during the past ten years are thus shown:—

Exports to	1896.	1901.	1906.
Great Britain	$66,690,288	$105,328,956	$133,094,867
United States	44,448,410	72,382,230	97,806,728
France	581,540	1,581,331	2,119,991
Germany	757,531	2,141,552	1,900,562
Belgium	98,031	2,806,142	1,536,297
Newfoundland	1,782,309	2,260,499	3,213,439
West Indies	2,810,817	2,905,937	2,356,048
South America	1,496,118	1,519,190	3,005,155

The

Northern Mills Company

Pulp and Paper
Manufacturers

Printing and Writing Papers

Machine Finish
Velvet and Super Calendered
Engine Sized Writing
Envelope and Lithograph
Type Writing Papers, Glazed and Rough Finish

SPECIALTIES :
Provincial Bond,
Adelia,
Northern Mills.

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Mills : St. Adele Station. Head Office : Montreal
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THE JOHN L.

CASSIDY

CO., LIMITED, MONTREAL

THE OLDEST
CROCKERY
HOUSE IN CANADA

Fine China *Cutlery*
Rich Cut Glass (Our own Manufacture) *Lamp Goods*
Silverware *Glassware*
And all the Staples

SPECIAL ATTENTION GIVEN TO MAIL ORDERS

THE BEST
IS WHAT YOU WANT.

The Bramley Rings

Are the largest variety of Gold Rings and the best finish
IN CANADA.

Wm. BRAMLEY
157 West Craig Street
MONTREAL

Corona Hotel
Montreal

Corona Hotel
Montreal.
EUROPEAN PLAN.

The most modern and up-to-date house in Montreal. Situated in the best part of the City.

ROOMS:
Without Bath, 1.50 up.
With Bath, 2.50 up.

SERVICE UNSURPASSED.

GUY STREET, Near St. Catherine St.

GEO. PHILLIPS, Jr.
Managing Director.

The total value of exports in the decade has risen from $121,013,852 to $256,586,630, or upwards of 100 per cent. Practically all our exports are to Great Britain and the United States, these two countries taking 90 per cent. of the whole.

Increases in our export trade with Britain in 1906 were:—

	Value of Export.	Increase.
Wheat	$30,234,610	$20,759,714
Cheese	24,300,908	4,128,697
Salmon, canned	4,353,379	3,019,521
Butter	6,802,003	1,233,004
Flour	3,656,938	1,232,822
Apples, green	3,475,825	962,226
Wood pulp	998,702	318,503
Lumber, pine	2,166,525	295,729
Furs	1,058,936	259,599
Paper	1,149,539	208,808
Oats	762,503	198,637
Lobster, canned	1,076,332	186,724
Hay	952,728	153,501
Sole leather	1,753,903	44,800
Horned cattle	11,045,463	19,300

LANSDOWNE AVE. WESTMOUNT.

Some decreases in our exports to Britain were in 1906:

		Decrease.
Canned meats	$1,349,880	$2,175,390
Bacon	11,971,988	515,984
Sheep	273,853	455,450
Spruce lumber	5,827,309	361,244
Eggs	448,463	212,147
Cereal foods	860,363	99,416
Hides	17,825	68,772
White pine	957,588	22,452

Larger decreases in exports to the United States were in 1906:

	Total.	Decrease.
Gold quartz	$12,987,542	$2,187,213
Wood pulp	2,419,628	274,494
Lobster, canned	821,466	238,295
Codfish	495,371	98,053

In our exports to the United States, Cobalt mines were a factor. Larger increases were in 1906:—

	Total.	Increase.
Planks and boards	$13,700,968	$3,534,007
Silver ore	4,205,326	2,451,958
Copper	6,674,835	2,014,613
Nickel	1,564,323	738,581
Hides	3,490,234	723,600
Clover seed	774,409	545,551
Lathes and pickets	1,697,026	531,572
Coal	4,330,072	528,279
Wheat	2,981,608	404,077
Furs, undressed	1,350,727	328,344
Spirits and wines	832,340	327,787
Settlers' effects	1,506,879	289,122
Shingles	1,874,249	287,122
Asbestos	1,036,648	278,518
Joists and scantling	556,562	251,104
Sheep	874,112	209,675
Other fresh fish	1,695,085	136,983
Lobsters, fresh	489,030	112,694
Hay	449,549	110,558
Stone manuf.	679,403	110,282
Potatoes	128,363	110,062
Drugs, dyes, etc.	529,144	108,886
Logs	523,542	84,042
Cordage	363,705	76,857
Horses	443,197	74,558
Horned catle	206,102	54,018
Wood pulp	2,649,106	48,292
Agricultural implements	67,024	46,843

Summed up, the aggregate foreign trade of Canada shows the following remarkable expansion:—

	Imports.	Exports.	Total Trade.
1896	$118,011,508	$121,013,852	$239,025,360
1901	190,415,525	196,487,632	386,903,157
1905	261,911,435	203,316,872	465,228,307
1906	294,267,616	256,586,630	550,854,246
1907 (nine months)	257,234,421	205,277,197	462,511,618

The comparative statement of Domestic products exported from Canada for the nine months ending March 31st, 1907, and the corresponding period of the preceding fiscal year is as follows:—

	1906.	1907.
The Mine	$25,515,446	$26,191,955
The Fisheries	12,601,545	10,362,142
The Forest	26,477,096	33,476,098
Animals and produce	54,001,355	55,422,499
Agriculture	40,374,626	35,856,616
Manufactures	17,370,051	19,087,988
Miscellaneous	54,376	148,008
Total Merchandise	$176,394,495	$180,545,306

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- V.O. Raw " "
- Pale Boiled " "

Baden Double Boiled Linseed Oil
Special Varnish Oil
Refined Linseed Oil
Livingston's Improved Meal for Calves
Livingston's Feeding Meal
Livingston's Ewe and Lamb Food

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F. J. MURRAY, Proprietor.

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THE PROGRESS OF CANADA.

		1871.	1881.	1891.	1901.	1907.
Area (*a*)	Sq. miles	3,653,946	3,653,946	3,653,946	3,745,574	3,745,574
Land occupied (census)	Acres	36,046,410	45,358,141	58,519,094	63,422,338	....
" under cultivation (census)	"	17,336,288	21,899,181	27,547,642	30,166,038	....
Currency and Banking—To June 30—(*f*)						
Capital paid up— Chartered Bank	$	36,415,210	59,384,987	60,742,366	67,095,718 (*e*)	95,933,726
Circulation—						
Dominion notes	$	7,367,340	14,538,965	16,176,317	27,671,452 (*e*)	54,794,597
Notes issued by Chartered Banks	$	18,339,893	26,102,368	31,379,886	41,119,479 (*e*)	76,346,013
Chartered Banks—						
Assets	$	121,014,395	198,967,278	269,491,153	528,304,110 (*e*)	943,695,386
Liabilities	$	77,486,706	125,063,546	188,337,504	417,320,761 (*e*)	765,737,508
Deposits in Chartered Banks	$	57,787,922	83,666,139	142,633,216	315,775,426 (*e*)	567,937,052
Deposits in Post Office Savings Banks	$	2,497,260	6,208,227	21,738,648	39,950,813 (*e*)	47,452,958
Deposits in Govt. Savings Banks, except P.O.	$	2,072,037	9,628,445	17,661,378	16,098,146 (*e*)	14,766,829
Deposits in Special Savings Banks	$	5,766,712	7,685,888	10,982,232	19,125,097 (*e*)	28,359,618
Total Deposits	$	68,123,931	107,188,699	193,015,474	390.949,482 (*e*)	658,516,457
Finance—To June 30—(*f*)						
Revenue—Consolidated Fund	$	19,335,561	29.635.298	38,579,311	52,514,701 (*e*)	86,805,495
Expenditure— Consolidated Fund	$	15,623,082	25,502,554	36,343,568	46,866,368 (*e*)	54,213,682
" Gross	$	19,293,478	33,796,643	40,793 208	57,982,866 (*e*)	68,180,901
Public Debt—Gross	$	115,492,685	199.861.538	289.899.230	354.732,433 (*e*)	376.687.200
—Net	$	77,706,518	155,395,780	237,809,030	268,480,004 (*e*)	252,576,841
Interest paid on	$	5,165,304	7,591,145	9,584,137	10,807,955	....
Immigration—To June 30	No.	(*c*) 27,773	(*c*) 47,991	(*e*) 82,165	49,149	....
Insurance—To December 31—						
Fire Insurance in force	$	228,453,784	462,210,968	759,602,191	1,038,687,619	....
Premiums received	$	2,321,716	3,827,116	6,168,716	9,650,348	....
Life Insurance—						
Policies in force	No.	....	62,857	170,602	484,060	....
Amount in force	$	45,825,935	103,290,932	261,475,229	463,769,034	....
Premiums received	$	1,852,974	3,094,689	8,417,702	15,189,854	....

(*a*) Exclusive of the area of Franklin, which is estimated at 500,000 square miles. (*c*) Calendar Years. (*e*) Unrevised. (*f*) Figures for 1907 are to March 31.

AMONG THE 30,000 ISLANDS OF GEORGIAN BAY—Grand Trunk Railway System.

WINN & HOLLAND, LIMITED

MONTREAL

ESTABLISHED 1844
INCORPORATED 1906

MERCHANTS & IMPORTERS

IRON, STEEL, DRUGS, CHEMICALS

SPECIALTIES:

Soda Ash
Bleaching Powder
Sal Soda
Muriate Ammonia
Calcium Chloride
Borax, Crystal and Powder
Boracic Acid
Silicate of Soda
Carbonate Ammonia
Saltpetre
Cream of Tartar
Tartaric Acid

SPECIALTIES:

Morphia and its Salts
Codeia do do
Quinine
Mercurials
Bismuth
Cod Liver Oil
Glycerine
Acetic Acid
Epsom Salts
Alum
Telegraph Wire

GURD'S CELEBRATED GINGER ALE AND AERATED TABLE WATERS.

Charles Gurd & Co.,

LIMITED.

AWARDED FOR SUPERIOR EXCELLENCE

GOLD MEDAL PARIS 1900
GOLD MEDAL OTTAWA 1889
GOLD MEDAL MONTREAL 1881

3 SILVER MEDALS
5 BRONZE MEDALS
18 DIPLOMAS

BY DINT OF intelligent perseverance and great care in obtaining the best possible results as to quality and cleanliness, the firm of Charles Gurd & Co., Ltd., has worked up a large business and an enviable reputation in their particular line and have, as Canadian manufacturers, contributed largely in making significant the self-respecting national motto "MADE IN CANADA."

The Goods of the firm have not only won for themselves a large home market, but have received enconiums in such widely distributed parts as London, England; Paris, France; and Chicago, at each of which places the firm won the highest medals of distinction awarded at the great Colonial and World's Expositions.

The lines manufactured besides "GURD'S GINGER ALE," which is now a household word everywhere, embrace the following:

PLAIN SODA
LEMON SODA
CREAM SODA
ORANGE SODA
LEMONADE
APPLE NECTAR
(*Champagne Cider*)
SARSAPARILLA
GINGER BEER
SCOTCH KOLA
QUININE TONIC
IRON TONIC
POTASH
SELTZER
VICHY
LITHIA

ASSORTED TABLE SYRUPS.

The motto of the firm is "*The Best.*" Every department of the business takes pride in consistently endeavouring to live up to this ideal.

LA COMPAGNIE
J. B. ROLLAND & FILS

**Wholesale Stationers,
Booksellers and Importers.**

Agents for TOIRAY-MAURINS INKS,
BLANZY-POURE'S PENS.
ALFRED MAME & FILS, Publishers.
MAYAUD FRÈRES, RELIGIOUS ARTICLES.

Specialties: Pads, Tablets and Papeterie Boxes.

Montreal, 6 to 14 ST. VINCENT ST.
Quebec Office: Board of Trade Building,
39, ST. PAUL STREET

Wilson-Paterson Co'y

127 BOARD OF TRADE BUILDING, MONTREAL

AGENTS FOR

THE UNITED ALKALI CO., Ltd., of Great Britain

Caustic Soda
Soda Ash
Chloride of Calcium
Caustic Potash
Hypo Sulphite of Soda
Sulphate of Copper
Sulphur

Importers of

Rosin, Turpentine, Pine Pitch, Pine Tar, Linseed Oil, Castor Oil, Etc.

Lumber and Pulp Trades

THE Department of Agriculture of the United States issues through the Forestry Service Division bulletins and circulars which are filled with interesting and extremely valuable information. It is unfortunate for the Province of Quebec that these publications are not available for general distribution.

In the Province of Ontario the wisdom of developing a large industrial population is well understood, and she is accomplishing this by preventing the free exportation of her valuable assets of raw materials. The policy has resulted in enormous investments of fixed capital with a corresponding growth of busy population.

THE J. H. REDFERN LUMBER YARD

The Forestry Division has gone exhaustively into the question of pulp wood consumption in the United States, bordering on Quebec, and into which most of the pulp wood goes which comes from Quebec. This has been accomplished through personal touch with the mills, for the reason that the Dominion blue book gives only values, leaving you to guess the quantities. The Department of Commerce at Washington is, however, now giving quantities as well as values. These four states, namely—Maine, New Hampshire, Vermont and New York—produce over two-thirds of all the pulp produced in the United States, and to do this required in, 1905, nearly thirteen hundred million feet of timber, and of this enormous quantity the Province of Quebec contributed nearly 30 per cent. They tell us that in the six years, including 1905, the increase in the shipment of spruce pulp wood from Canada has been 83 per cent. They estimate that the quantity of pulp wood produced in these four states was less in 1906 than in 1905, and that each succeeding year will show a diminution. Couple this, if you please, with the increased annual demand and the quantity they expect to get from Canada assumes startling proportions. For example—When they get the figures for 1906, they expect they will show one million cords from Canada, and that in 1910 it will be nearer three millions of cords than two million cords.

In 1905 the State of New Hampshire used seventy per cent. of Quebec wood in the manufacture of its pulp—last year still more, and each succeeding year will show a greater ratio, provided Canada continues to encourage the capitalists and laboring people to go to the States, and furnish them with free raw material where they can build mills cheaper than they can in Canada, and get to market without paying any duty and less freight. Consider that the entire cut of spruce into lumber in 1905, in the four states named, converted into cords, was less than a million and a quarter cords.

J. H. REDFERN

Lumber at Wholesale

MAIN YARD, OFFICE
and P.O. ADDRESS
920 Charlevoix Street
MONTREAL

WEST YARD
ST. PATRICK STREET
a little West of Atwater Ave.
MONTREAL

TELEPHONE NO. 2712

E. H. LEMAY

Wholesale Dealer in

PINE AND HARDWOOD LUMBER

Dimension Timber for Railroads, Car Stock, Bridge and Factories, cut to order

Car Sheeting a Speciality

Laths and Shingles

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New York Office:
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Head Office
MONTREAL

Mills:
CHARLEMAGNE, QUE.
MONTCALM. QUE.

Charlemagne and Lac Ouareau

Lumber Company.

524 BOARD OF TRADE BUILDING

MONTREAL

MANUFACTURERS OF

SAWN AND DRESSED LUMBER

SHINGLES, LATH & CLAPBOARDS, ETC.

BUTTER BOXES

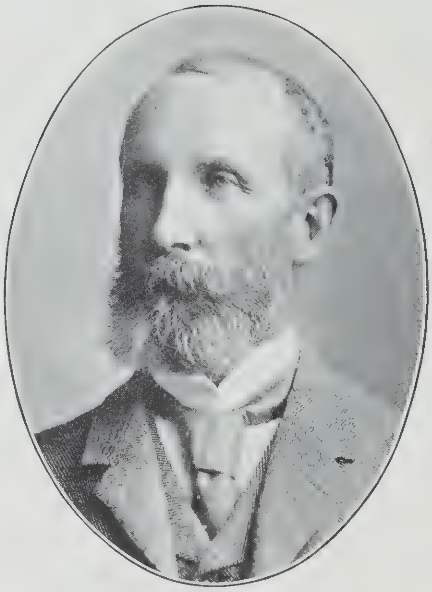
made to Standard or Special Sizes.

In other words, without the aid of Canada, the entire cut of spruce for all purposes in Maine, New Hampshire, Vermont and New York, for 1907, would not suffice to provide the necessary raw material for its pulp mills.

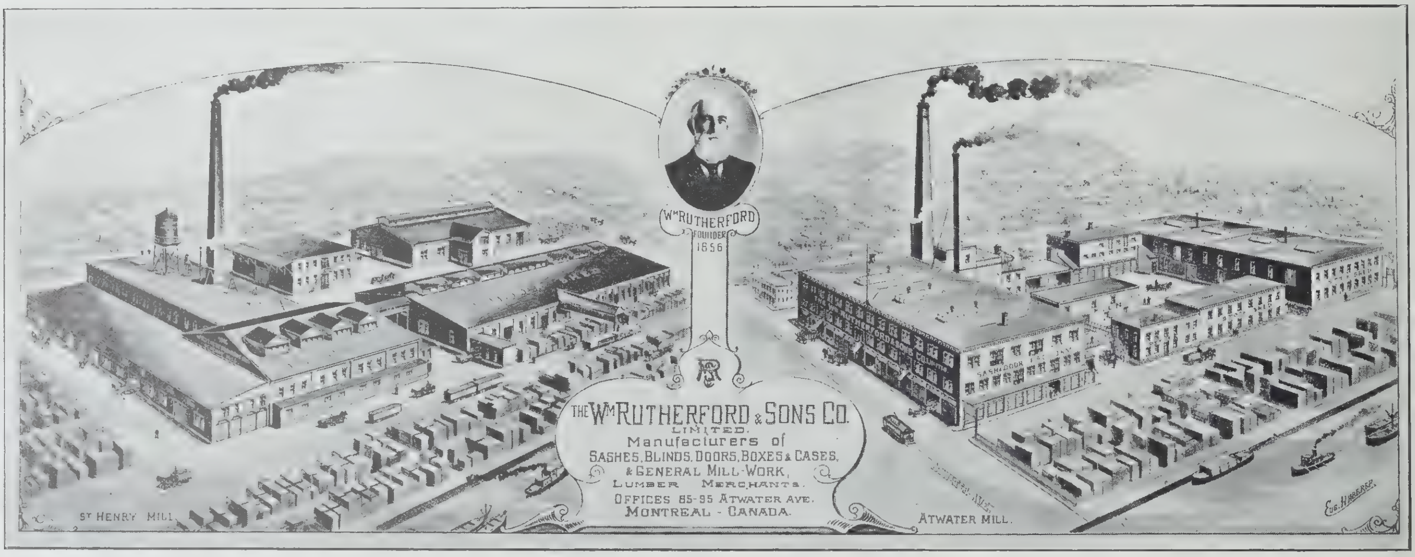
If Canadians were to begin now to build mills to convert the raw material sent out of the country into the manufactured article, it would be about 1910 when they would be running, and it would mean an investment of fifty to seventy-five million dollars and an increase in population of one hundred and seventy-five to two hundred thousand. In fact, there would be immigration from the States into Quebec as well as to Manitoba.

Any who express doubt as to the correctness of these statements have only to study the statistics issued from the Department of Forestry at Washington to verify them.

Only a few months ago a new ocean-going tug was launched at Portland, Maine, and the fleet of barges are to follow, and for what? To bring Canadian pulpwood to a Maine mill, which has just exhausted its home supply. Nor is this all, another concern has leased for a term of years a wharf which is to have a rail connected and to engage solely in handling Canadian pulp wood. A few weeks ago the writer talked with the representative of a large pulp company located in the State of New York. He was in Canada looking at a large tract of spruce. He said they needed it in their business, but they had no idea of doing any building in Canada.



MR. J. H REDFERN, Lumber Merchant.



MR. WM. K. GRAFFTEY.
Managing Director, The Montreal Lumber Company, Limited.

Then, again, an extremely significant transaction of recent date, in which a large mill in the State of Wisconsin has found it to its advantage to come to the Province of Quebec for pulp wood, and has already contracted a large quantity to be received during the ensuing season.

"This vast forest has everywhere the same characteristics. The trees, as a rule, are not large, and they consist essentially of the following nine species: Black and white spruce, Banksian pine, larch, balsam fir,

The Wm. Rutherford & Sons Co., LIMITED

LUMBER MERCHANTS

MANUFACTURERS OF

Sashes,	*Stairwork*	*Packing Cases,*	*Baled Shavings*
Doors,	*and*	*Printed Boxes,*	*and*
Mouldings,	*Interior Finishing,*	*Shooks,*	*Excelsior*

The business of Wm. Rutherford & Sons Co. was originally started by Mr. Wm. Rutherford, in 1856. Mr. Rutherford was a native of Jedburg, Roxburghshire, Scotland. He came to Canada in 1852. The business is now carried on by the Company, which was incorporated in 1899, the present officers being THOS. J. RUTHERFORD, President ; ANDREW RUTHERFORD, Vice-President ; WM. RUTHERFORD, Secretary and Treasurer ; and STEWART RUTHERFORD, Director ; all being sons of the founder. The business employs about 400 men manufacturing doors and windows at the factory at the corner of Notre Dame and Atwater, where the main offices and lumber yards are. The Box Factory, manufacturing boxes and prepared lumber, is situated at the corner of St. Elizabeth and the Lachine Canal, near Cote St. Paul. This building and yards cover about 4 acres of ground.

GENERAL OFFICE :
Sash and Door Factory
85 Atwater Ave.

MONTREAL

BOX FACTORY :
St. Elizabeth Street and
Canal Bank
ST. HENRY

John McKergow
President.

Geo. F. Dewar
Vice-President.

The Montreal Lumber Company Limited

Wm. K. Grafftey
Managing Director.

Harry Brown
Sec'y-Treasurer.

Wholesale Dealers in Lumber

Buyers of Mill Products, principally White Pine and Spruce. Sorting and Piling yards at Ottawa, where car lots of mixed sizes can be shipped as required. We make a specialty of Wide Sidings of Corky Pine from the Georgian Bay Mills . . .

OTTAWA
46 Elgin Street

MONTREAL
279 Seigneurs Street

THE COOK BROS. LUMBER CO. OF ONTARIO, Limited

MILLS AT

SPRAGGE, Algoma Dist., Ont.

on "Soo" Branch C. P. R.

CAPITAL - $1,200,000

Geo. W. Cook, of Montreal, President
Dr. Geo. E. Cook, 1st Vice-President
Hon. J. P. B. Casgrain, 2nd Vice-President

OFFICES:
25 Toronto Street - Toronto
Coristine Building - Montreal
and at Mills at - - Spragge

aspen, balsam poplar, canoe birch, bird cherry, white cedar, white and red pine; black ash and rowan occur sparingly in the southern part of this belt."

The following tabulated statement gives the total area of each province with the forest and woodland area:

FOREST AREA OF CANADA

	Total area in sq. m	Forest and Woods.
Ontario	219,650	102,118
Quebec	227,500	116,521
New Brunswick	28,100	14,766
Nova Scotia	20,550	6,464
P. E. Island	2,000	797
Manitoba	64,066	25,626
British Columbia	382,300	285,554
Territories	2,371,481	696,952
Total	3,315,647	1,248,798

THE CROSS ROADS—MOUNT ROYAL PARK IN WINTER.

According to the estimate there are in Canada 1,248-798 square miles, or 799,230,720 acres of forest and woodland. At the time this estimate was made the population was about 5,000,000. This gives a forest and woodland area of 159.8 acres per head. In the United States this area is only 7.03 acres per head. It is also estimated that the pine in Canada amounts to 37,500,000,000 feet, board measure.

On the North American Continent there are found 340 species of trees and of those 123 grow in Canada; 94 east of the Rocky Mountains and 29 on the Pacific coast.

The tree that has built up the Canadian lumber trade is the white pine—*pinus strobus*. It is now principally to be had in the forests of Ontario and Quebec which extend, speaking generally, from the St. Maurice to the Temiscamingue region and the Georgian Bay. It is scattered through New Brunswick and in very small quantities in Nova Scotia. There is no white pine in British Columbia. It is reproduced very slowly, half a century of growth being required to form a tree fit for lumber.

Spruce is found in all the provinces and because of the wide area over which it has spread, the rapidity with which it reproduces, and its great usefulness as a building material it stands next to pine as an article of commerce. In Ontario and Quebec great quantities of spruce are being cut to supply the demand for pulp wood.

The Douglas fir, commonly known as the Oregon pine, is found in large quantities in British Columbia. A good fir tree will run 150 feet clear from the ground to first limb with a diameter of 5 feet at the base; but it is

PLANT OF DESNOYERS & VARIN

ESTABLISHED 1869

G. A. GRIER

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G. A. GRIER & SON

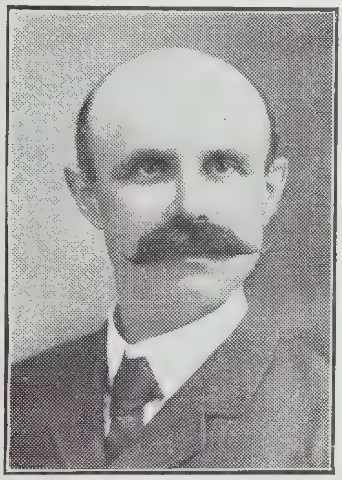
MANUFACTURERS and WHOLESALE DEALERS

SAWN LUMBER AND TIMBER

SPRUCE, HEMLOCK AND PINE

MILLS AT LACHUTE, P. Q

OFFICE AND YARD AT 1110 NOTRE DAME W. MONTREAL



T. DESNOYERS
377 Bourbonniere Street

Desnoyers and Varin

Manufacturers of

DOORS, SASHES and BLINDS

Wood turning of every description
Full assortment of Mouldings

CONTRACTS EXECUTED PROMPTLY
AT MODERATE PRICES

Bell Phone, East 2843.

OFFICE AND MILL:
Cor. Duquette and Aylwin, Hochelaga, Montreal

V. VARIN
334 Aylwin Street

Manufacturers of

Packing Cases,
Boxes,
Lock-Cornered
Boxes,
and
Wood Printers.

TELEPHONE, UP 2565.

Holmes & Arpin,

Saw and Planing Mills
and Lumber Merchants.

235 Chatham Street, Montreal.

not uncommon to find a specimen with a height of 300 feet and a circumference ranging from 30 to 45 feet at the base.

The density of forest growth is one of the features of the lumber regions of British Columbia. Off one acre in the Comox district 508,000 feet of timber were cut.

Cedar is a valuable tree, and it is found in large quantities in many parts of Canada. The yellow cedar of British Columbia is, like the white pine of the east, well adapted to joiner purposes. There is also an abundance of red cedar west of the rockies. Many varieties of cedar abound in Ontario and Quebec, and it is extensively used for fencing and other exposed work. There is very little cedar in Nova Scotia and the Territories.

Hemlock is abundant in central Canada and on the Pacific coast. Its bark is valuable for tanning purposes, and the log saws into lumber used in rough building work.

Among our other common trees are the basswood used in carriage building, the tamarac, the balsam, the sugar maples and soft maple, many varieties of birch, oak, elm, hickory and beech.

It was not until the beginning of the last century that Canada exported lumber in any considerable quantity In the year 1800 we sent to Great Britain 2,000 loads. In 1810 this trade had grown to 125,300, and in 1820 to 308,000 loads. In 1850 this exportation had reached the enormous proportions of over one million of loads.

In one respect the trade has changed greatly. In the early years the bulk of this export consisted of square timber. The exportation of this has greatly diminished, while the trade in sawed or manufactured lumber has proportionately increased. For example, in 1867 of the lumber exported from Canada 42 per cent. was square timber; while in 1897 it had fallen to 15 per cent. This change on the whole is beneficial to Canadian interests. It necessitates the investment of more capital and the employment of more labour.

During the early part of the last century the forest regions of the northern and eastern States were able to supply the demand of the United States for lumber and wood material, but after a time the northern pine lands of the United States became depleted, and their markets began to draw from the forests of Canada. For many years this trade has been thoroughly established ,and during the last decade Canada annually exported to the American market lumber to the value $15,000.000.

The capacity of our lumber lands to supply pulp material is shown by considering one district, that of Lake St. John, in the Province of Quebec, which has recently been reported upon by the superintendent of forest rangers: "The area of the Lake St. John basin is about 30,000 square miles, or 19,200,000 acres, of which only about 500,000 acres have been cleared; the remainder is covered with trees of which about 75 per cent. is spruce. A large proportion of these trees are

Y. M. C. A. BUILDING ST. JAMES CATHEDRAL DOMINION SQUARE.

Daniel Cream & Co.

WHOLESALE

Lumber Merchants

Spruce, White and Red Pine, Tamarac and Hemlock.

Laths, Shingles and Pulpwood

TELEPHONE BELL, MAIN 4281

60 Canada Life Building,
MONTREAL

TELEPHONE MAIN 382-383

B. GRIER

MANUFACTURER OF

TIMBER and LUMBER

Our Specialty

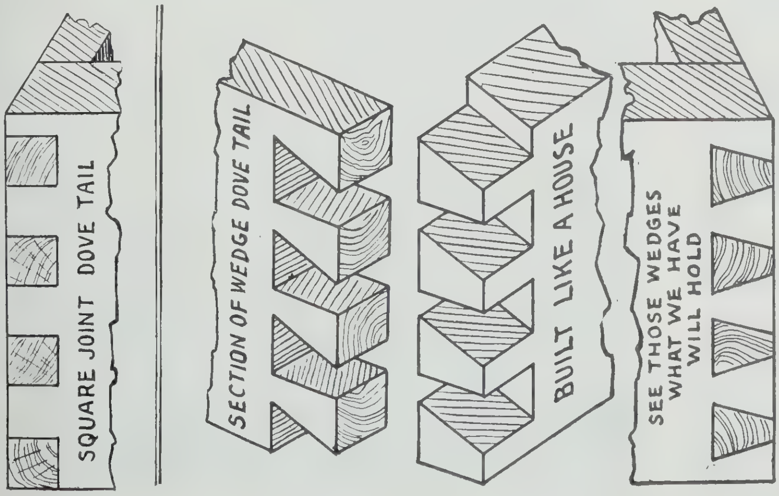
Georgia Pine and British Columbia Fir

All sizes and dimensions of Timber cut to order.

1040 NOTRE DAME STREET WEST

This Joint depends on Glue.

This is the Wedge Dovetail. Fits any Box.


SQUARE JOINT DOVE TAIL
SECTION OF WEDGE DOVE TAIL
BUILT LIKE A HOUSE
SEE THOSE WEDGES WHAT WE HAVE WILL HOLD

If Glue is poor, joints come apart.

Cannot come apart, every Wedge a Hold Fast.
A trial order will convince you it's the best.

MARTIN FRERES & CIE

206 St. Patrick Street

MANUFACTURERS OF

Packing Cases and Boxes

OF ALL KINDS AND DESCRIPTIONS

BUTTER BOXES—EGG CASES—CLOTH BOARDS

PRINTING ON WOOD, ETC.

Makers of the Celebrated Wedge Dovetail.

TEL. MAIN 3536.

of sufficient size to manufacture into lumber, but the spruce can be used with greater profit for making pulp. At the extremely low estimate of five cords of pulp-wood per acre there is growing at present on this area 100,000,000 cords of pulp-wood. Five hundred thousand tons of pulp wood could be made there annually for an indefinite period.

LUMBER YARD AND MILL OF T. PREFONTAINE & CO.
T. PREFONTAINE & Co LUMBER & TIMBER
T. PREFONTAINE & Co PLANING MILL
PLANING MILL

THE TIMBER EXPORTS.

The shipments of wood goods to the United Kingdom and the continent from the port of Montreal, for the season of 1906 have been the smallest for several years past, they showing a decrease of 10,265,833 feet compared with 1905; a decrease of 7,224,489 with 1904.

PLANT OF F. TREMBLAY & CO.
F. TREMBLAY
MOULIN A PLANCHIR & SCIER F. TREMBLAY
FABRICANT DE PORTES CHASSIS MOULURES
F. TREMBLAY OFFICE

The shipments in detail follow:

Shippers	1906 No. of ft. B. M.	1905 No. of ft. B. M.	1904 No. of ft. B. M.
Watson & Todd....	35,920,488	29,546,801	38,028,601
J. Burstall & Co....	21,036,903	14,864,879	13,040,437
W. & J. Sharples...	19,092,240	34,959,623	23,016,516
R. Cox & Co..	18,377,415	19,582,182	21,207,452
Dobell, Beckett & Co.	11,244,743	14,271,172	18,387,510
Charlemagne & Lac Ouareau Lumber Co., Ltd.	6,518,318	4,296,042	5,067,412
McArthur Export Co., Ltd.	6,467,153	6,500,000	8,929,166
Cox, Long & Co......	4,733,529	5,942,002	8,697,827
McLaurin Bros ...	1,345,000	1,458,582	4,600,000
E. H. Lemay	3,630,000	2,955,000	1,916,000
Railways, Steamship Lines and small shippers.....	18,399,634	22,654,973	11,098,991
Grand Total........	146,765,423	157,031,256	153,989,912

UNLOADING FROM THE BARGE.
T. PREFONTAINE & CO.

T. PREFONTAINE & CO.

LUMBER AND TIMBER

Planing and Saw Mills
Specialty: Hardwood Flooring

Charlevoix and Canal Bank, Point St. Charles

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BELL PHONE, MAIN 2012 BELL PHONE, MAIN 2013
MERCHANTS, 1325

F. TREMBLAY J. O. MATHIEU

F. Tremblay & Co.

LUMBER
AND
TIMBER

Manufacturers of

Doors, Sashes, Blinds, Mouldings, Etc.

Also Manufacturers of

Waggons, Lorrys, Floats, Carts, Etc.

OFFICE AND WORKS:

372 to 400 William St., MONTREAL

BELL TELEPHONE, MAIN 746

H. MATHIEU & CO.

PLANING MILLS
SASH and DOOR FACTORY

Turning, Scrolling,
Moulding, etc.

CARPENTERS' WORK OF ALL KINDS

SPECIALTY: PREPARED LUMEER

10-16 St. Charles Borromee St.
MONTREAL

CANADIAN PACIFIC RAILWAY COMPANY EARNINGS.

A comparison of gross and net earnings of the Canadian Pacific Railway for a number of years shows how the business has grown.

	Gross	Net
1907	$72,217,528	$25,303,309
1906	61,669,758	22,973,312
1905	50,481,822	15,475,088
1904	46,469,132	14,213,105
1903	43,957,373	15,836,845
1902	37,503,053	14,085,912
1901	30,855,203	12,109,375

The gross earnings for the year 1907 show an increase of $10,547,770 over gross earnings for the previous year, and net earnings show an increase of $2,329,997.

The following show the results for the past fiscal year, compared with results for the previous fiscal year.

	1906	1907
Gross earnings	$61,669,758	$72,217,528
Working expenses	38,696,445	46,914,219
Net earnings	$22,973,313	$25,303,309
Net earnings of steamships in excess of amount included in monthly reports	652,577	723,649
Income from other sources	1,316,870	1,640,832
Total net income	$24,942,760	$27,667,790
Deduct fixed charges	8,350,545	8,511,756
Surplus	$16,592,215	$19,156,034
Deduct amt. transferred to steamship replacement fund	500,000	700,000
	$16,092,215	$18,456,034
Deduct contribution to sinking fund	80,000	80,000
Net revenue available for divi'ds	$16,012,215	$18,376,034

After the payment of all dividends declared for the year, the surplus for the year carried forward is $9,339,005 as compared with $8,268,082 for the previous year.

SABISTON PHOTO.ENG.

MONTREAL IN 1800

Itzweire & Sarrasin

NAP. SARRASIN, Sole Proprietor

Manufacturers of

DOORS, WINDOWS, MOULDINGS,
TURNING, SCROLLING

Specialties:

STORE FIXTURES, HOTEL FIXTURES

Also

SAW AND PLANING MILLS

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OFFICE:
51 Levis Street.

FACTORY:
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MONTREAL

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McAnally Box Co.

MANUFACTURERS OF

PAPER BOXES

Fine Candy Boxes a Specialty

169 DUKE ST., Corner William

MONTREAL.

LUIGI ZAROSSI

Cigar Manufacturer

121 St. Antoine St.

MONTREAL

Manufactures best brands of Cigars,
Foreign and Domestic

BANCO ZAROSSI

460 St. James St. West
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The most reliable employment bureau. Any kind of laborer furnished at short notice. . . .

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COAL. TEL. MAIN 452. **WOOD.**

J. C. Macdiarmid,

KINDLING WOOD FOR THE MILLION.

No. 3 CANAL BASIN,

CORNER GUY & WILLIAM STREETS,

MONTREAL.

Phone Main 4537 Cable Address: "KLUGKIST," Montrea

W. F. KLUGKIST

Hardwood, Canadian and American Spruce,
N.B. Cedar Shingles

Wholesale and Export

522 Board of Trade MONTREAL, Que.

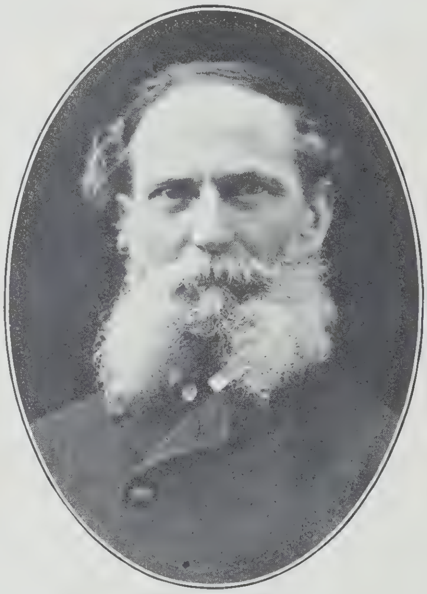
Workers in Metals

IN THE list of the active industries which give prominence to Montreal as a producing centre, especial importance attaches to the activities of the forge, foundry, machine shop and other establishments devoted to metal working, in which respect this is the foremost centre of the Dominion and one of the most important cities of the American continent. The convenient location of Montreal is especially noteworthy with reference to industries of this character, including all of the various departments of manufacture in the line of iron working, from the smallest to the largest kind, including the manufacturing of locomotives, railway equipment and devices, freight and passenger cars, structural iron, bridges, etc.

Among these establishments are some that rank as the largest employers of labor, and in the list of these are included several establishments devoted to the manufacture of engines and machinery, foundries, structural iron work, etc., in which there is a complete equipment including every device and appliance requisite for effective operation in these lines, and a large business in the manufacture of articles of iron and steel from small castings up to bridges and great structures of iron.

LATE THOS. DAVIDSON.
Founder of the Thos. Davidson Mfg. Co.

Among the more important of the active distinctions of Montreal, is the position of the city as a centre for the importing and handling of hardware, this constituting one of the most prominent branches of business conducted here and being represented by a number of especially extensive and substantial houses. The hardware trade gives employment to some of the oldest business firms in the city, the importing of hardware from Great Britain, the United States, Germany, etc., and fine cutlery from the leading European centres, constituting a business of important volume, and there are represented in this market the productions of the leading makers of Sheffield as well as of German manufacturing centres in the line of fine cutlery, as well as other articles of English, French, German and American hardware.



LATE ALEX. C. LESLIE.
Founder of the Firm of A. C. Leslie Co., Limited.

The adaptation of electricity to useful purposes forms one of the most prominent of the many features of business activity and improvement during recent years, and there is nothing in the achievements of mankind which more represents a modern progress than do the various devices that have been introduced for the generation and distribution of light and power, and for the applying of electricity to the propulsion of cars and in other ways utilizing this mysterious current for the welfare of mankind. The manufacture of electrical apparatus, supplies and materials constitutes an imporant line of industry in Montreal, and the handling of electrical goods is one of the branches of business in which the progress and development has been particularly great during recent years. Several valuable devices, presenting marked improvements in electrical mechanism,

Dominion Bridge Co.,
Limited.

MANUFACTURERS OF

Bridges
And
Structural
Metal Work.

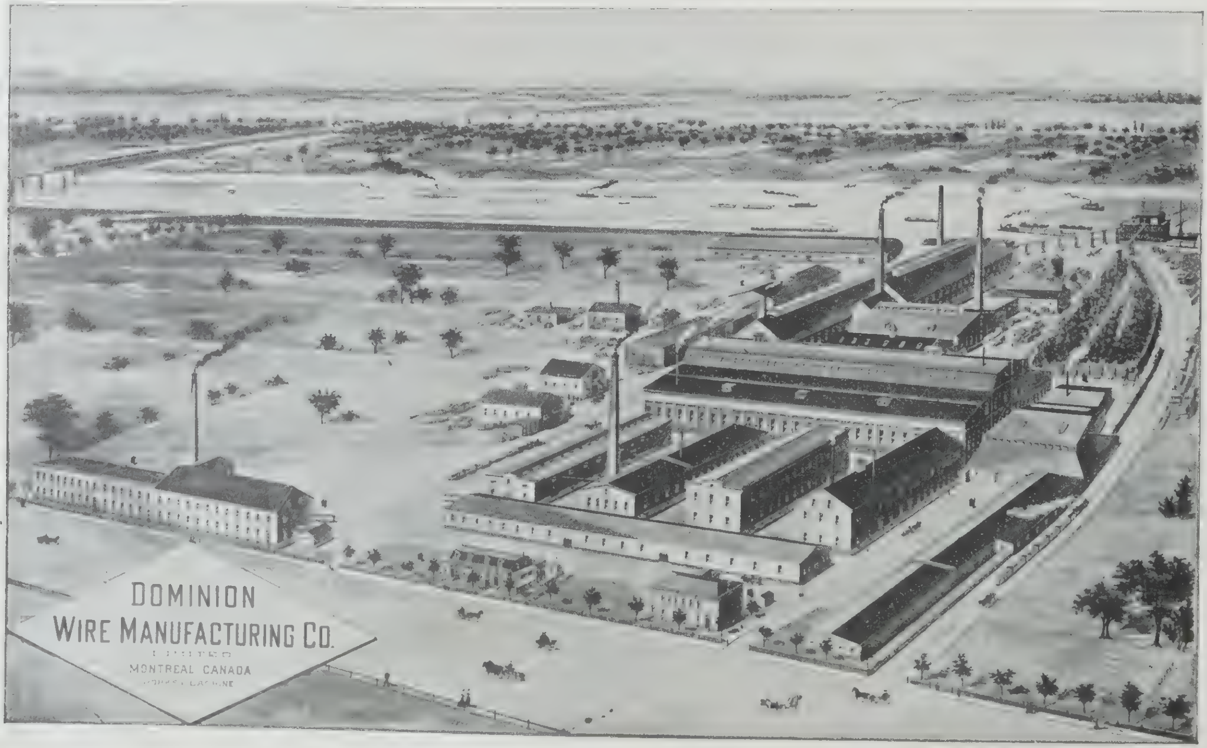
Works at Lachine Locks.
Capacity, 40,000 Tons per year.

Post Office Address:
MONTREAL, P.Q.

are of Montreal manufacture and introduction, while all articles of merit in the line of dynamos, motors, switch boards, etc., are handled by the electrical supply houses of this city.

SCREW FACTORY OF THE DOMINION WIRE MANUFACTURING COMPANY, LIMITED

The wonderful development and material progress of Canada, as well as of all the principal countries of the world, is largely due to the introduction of labor-saving machinery, and in this connection Montreal has become particularly prominent as a centre of manufacture and distribution, supplying a large demand not only locally, but also throughout the Dominion in the various lines of machinery and labor-saving devices that are required in different industries, and there are located here numerous firms devoting their attention to the handling of special lines of machinery to meet the requirements of various special lines of manufacture. Among these are included machines for the use of saw mills and flour mills, elevators, iron working and wood working machine tools, etc., all of the principal manufactures and latest patents in these lines being directly represented by Montreal houses, as are also the manufacture of machinery for the making of shoes and for other useful purposes, and an



WORKS OF THE DOMINION WIRE MANUFACTURING COMPANY LIMITED

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COILED SPRING FENCING

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FINE WIRE

Tinned Mattress, Broom and Bottling Wire

COPPER AND BRASS WIRE

Copper Trolley Wire.
Pure Copper Wire for Electrical Purposes

STRAND GUY WIRE

For Guys on Poles, Smoke Stacks, &c., Semaphore and Signal Purposes. Span Wires for Trolley Lines and Suspension Wires for Electric Cables.

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"All Kinds," In Kegs, Boxes, and One Pound Papers.

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BLIND AND BED STAPLES

POULTRY NETTING STAPLES

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Iron, Bronze and Brass.
Flat, Round, and Oval Heads.

JACK CHAIN

Single and Double Link.
Steel and Brass.

BRIGHT WIRE GOODS

Screw Eyes, Screw Hooks, Gate Hooks and Eyes, Kitchen Hooks.

SPRING COTTERS

STEEL WIRE BARREL HOOPS

extensive business in millwright work and in the supplying of power-transmitting machinery is also done.

The business in agricultural implements also constitutes an important trade in the distribution of the manufactures of all the principal makers of harvesting machinery, farming implements, etc., and the metropolitan relation borne by the city to the Dominion at large, and its excellent transportation facilities, have centred here a particularly large business in the handling of this important adjunct of modern civilization.

PLANT OF THE CANADA STOVE AND FURNITURE COMPANY.

Among the important lines properly classed with metal manufactures, some of the most noteworthy are those connected with the supplying of the demands of plumbers, gas and steam fitters, in reference to pipes and fittings, and all of the various requisites for these trades, as sanitary devices, brass work, etc.

In so rigorous a climate as Canada, there is necessarily an active demand for that which is best in the line of heating and culinary appliances, and, therefore, the manufacture of stoves, ranges, boilers and furnaces, constitutes an important and active branch of industry in the city, and some of the fine products of local manufacturers have gained an exceptionally high reputation throughout the Dominion, because of their improvement in mechanism, their effective working combined with economy in fuel, and their excellence in every respect as leading representatives of the highest class of manufactures in this line.

The various branches of sheet metal working also constitute a group of important industries, including not only guttering, spouting, cornices, etc., but also extensive operations in the manufacture of tinware, which is associated in some of the larger shops, also an extensive business in the production of stamped and enamelled ware of superior quality, for which Montreal is the leading centre in the Dominion.

Important lines of manufacture in which metal enters largely, but which also are partly wood-working industries, is that of the manufacture of carriages, buggies, etc., a branch of business in which Montreal makers have attained a high standard of excellence in production, and have secured approval by the superior merit of their excellent products. Carriages and buggies of Montreal make are held in high esteem by all who have used them, and the demand for these products continues steadily to increase year by year, the leading makers of Montreal commanding a large trade, not only locally but also throughout the Dominion.

Viewing them as a whole, the various departments of metal-working in Montreal, with the wonderful development they have had from insignificant beginnings to their present proportions, constitute one of the most gratifying features of industrial development in this city.

THE IRON BOUNTIES.

It has been agreed by Parliament to extend the time within which bounties on the production of iron and steel shall be paid, and to grant special bounties on pig iron and steel made by the electric process. The resolutions provide, in regard to ordinary process iron and its products, for payment per ton:—

(a) In respect of pig iron manufactured from ore, on the proportion from Canadian ore produced during the calendar years:—

1907	$2.10
1908	2.10
1909	1.70
1910	0.90

Canada Stove & Furniture Co.

Eugene Panneton,
Manager

Cable Address: "STOVE"
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Brass and
Iron Beds,
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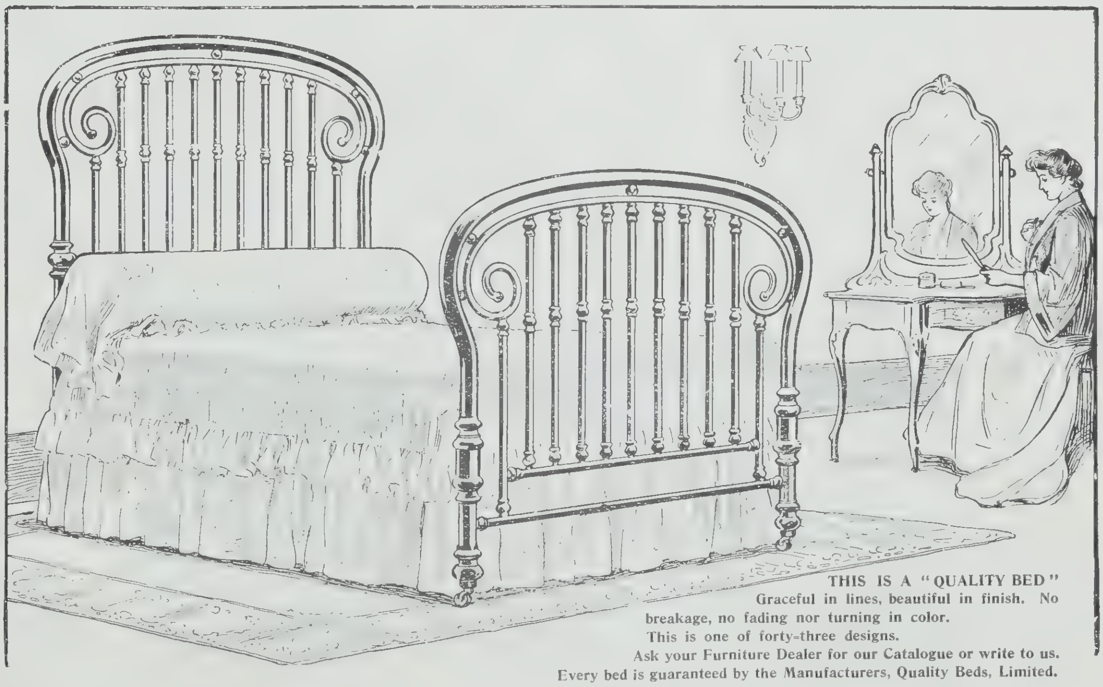
SAMPLE STOVE OF OUR MANY LINES



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Ask your Furniture Dealer for our Catalogue or write to us.
Every bed is guaranteed by the Manufacturers, Quality Beds, Limited.

SAMPLE ROOMS AND WAREHOUSES:

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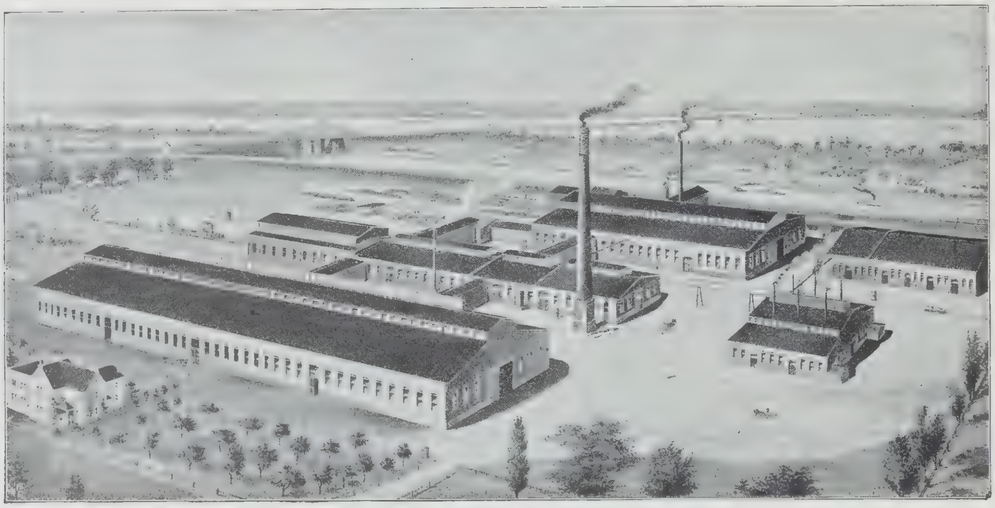
MONTREAL, Canada

(b) In respect of pig iron manufactured from ore, on the proportion from foreign ore produced during the calendar years:—

1907	$1.10
1908	1.10
1909	0.70
1910	0.40



PLANT OF ALLIS-CHALMERS-BULLOCK, LIMITED

(c) On puddled iron bars manufactured from pig iron made in Canada during the calendar years:—

1907	$1.65
1908	1.65
1909	1.05
1910	0.60

HENRY BIRKS & SONS, LIMITED, BUILDING Hutchison & Wood, Architects.

(d) In respect of rolled, round wire rods not over three-eighths of an inch in diameter, manufactured in Canada from steel produced in Canada from ingredients of which not less than 50 per cent. of the weight thereof consists of pig iron made in Canada, when sold to wire manufacturers for use or when used in making wire in their own factories in Canada, on such wire rods, made after the 31st December, 1906, six dollars per ton:—

(e) In respect of steel ingots manufactured from ingredients of which not less than 50 per cent. of the weight thereof consists of pig iron made in Canada, on such ingots made during the calendar years:—

1907	$1.65
1908	1.65
1909	1.05
1910	0.60

In regard to electric process iron it is proposed to pay per ton as follows:—

(a) On pig iron manufactured from Canadian ore by the process of electricity smelting during the calendar years—

1909	$2.10
1910	2.10
1911	1.70
1912	0.90

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Water Wheels

Single and Twin enclosed Turbines for heads of 35 feet to 600 feet. - - -

Single, Twin, Triple, Quadruple and Sextuple Turbines in open flumes for heads of 5 feet to 50 feet. - - - -

Standard high speed and high capacity Turbines for low heads at highest efficiency. - - - - - - -

Governors and all auxiliary apparatus.

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Alternating Current Generators, specially designed for direct connection to water wheels, of all capacities, to suit varying conditions of head, types of wheel and other features of water power developments. Our standard water wheel alternators are of horizontal type, but we also build vertical alternators for direct connection to vertical turbines. - - - -

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Allis - Chalmers - Bullock, Limited

HEAD OFFICE AND WORKS, MONTREAL

Sales Offices: New Glasgow, Montreal, Toronto, Winnipeg, Nelson, Vancouver.

(b) On steel ingots manufactured by electric process direct from Canadian ore, and on steel ingots manufactured by electric process from pig iron smelted in Canada by electricity from Canadian ore during the calendar years:

1909	$1.65
1910	1.65
1911	1.05
1912	0.60

NELSON MONUMENT, JACQUES CARTIER SQUARE

The extension provided for is the fourth or fifth since the bounty system was introduced. At first the results were not what may be called satisfactory. When the scale of payments was increased, however, there was a considerable extension of the iron-making industry; in the year 1906 payments of bounties rose until, all the favored industries being included, they amounted to $2,400,000. Apparently, between the bounties and the general commercial conditions the industry is progressing.

NATURAL FUEL IN CANADA.

That in the western half of the Dominion the supplies of mineral fuel are practically inexhaustible is the satisfactory conclusion of Dr. R. W. Ells, of the Geological Survey, in a paper on the mineral fuel supply of Canada read before the Royal Society of Canada at its meeting of last year, and now published in pamphlet form. The same remark might almost be made in regard to the eastern part of Canada, there being in Nova Scotia and New Brunswick, and on the neighbouring island of Newfoundland, coal areas, the extent of which is not yet fully defined, but that almost every year are found to be greater than had been popularly supposed. Indeed, with the exception of Prince Edward Island, which has none; Quebec, which has none of any account, and the greater part of Ontario, Canada is peculiarly well supplied with coal. While coal is first thought

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Montreal Steel Works Limited, Montreal.

UNVEILING OF THE STRATHCONA MONUMENT, DOMINION SQUARE.

of when mineral fuel is being considered, it is not the only article to be relied on. There are in Ontario and Quebec, and Prince Edward Island, as well as elsewhere, huge deposits of peat that will become valuable sources of fuel supply when events in the commercial world raise the local price of coal somewhat higher, or when experiment makes it possible to more effectually prepare the bog product for ordinary use. Then, included in the mineral fuels are petroleum, of which Ontario has considerable deposits, and New Brunswick and the West at least indications of having some; and natural gas, which has been largely used in the western peninsula of Ontario, as well as certain oil producing rocks in New Brunswick. There is also anthraxolite, a substance about the origin of which geologists hold different views, which is found in veins in the older rocks, and which being noted from time to time by uninformed discoverers is taken for coal and advertised as evidence that geologists who said no coal could be found in this section of the country did not know what they were talking

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Manufacturers of Best IRON and STEEL BOILER and STRUCTURAL RIVETS from ½ inch to 1¼ inch diameter, STAY BOLTS, &c., made from material specially imported for this purpose.

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ANGLES and SECTIONS
of all kinds always on hand

about. Anthraxolite, while it burns and looks like coal is of a different nature, is found in veins instead of beds, and even where it is most abundant cannot be counted on for anything but narrow local use.

The coal deposits include all varieties from lignite and bituminous to anthracite. In the East, Nova Scotia has the greatest fields. Some of them have made Cape Breton famous, but they exist in other parts of the province, and are thought to extend under the gulf and reappear in Newfoundland. Pictou, Springhill and Joggins are also the centres of mining industries that have been operated for many years. The Sydney field is estimated to include 200 square miles, with an average thickness of workable seams of 13½ feet. The Pictou field has an area of some 30 square miles, and the main seam at Stellarton has a thickness of 40 feet. In the Cumberland basin the Springhill seams have a thickness of ten feet. Other fieids have been shown to exist at Debert, near Truro, and along the Bay of Fundy. In New Brunswick, carboniferous rocks underlie an area of about 10,000 square miles, but nowhere yet has there been found such thick coal seams as exist in Nova Scotia. The chief seat of mining is at Grand Lake, where the main seam is about 20 inches thick. Near Dalhousie a seam about a foot thick has been found, but it is without economic value. The formation extends apparently into Quebec, and a small seam from two to four inches thick has been found in Gaspe.

When the west is come to it may in a way be said that there is coal everywhere, even in Ontario. Recent explorations show that the James Bay region contains deposits of lignite, or coal of the latest formation and still retaining some of the texture of the wood which it is formed from. To quote Mr. Ells, "In Manitoba and throughout the great plains east of the Rocky Mountains, and extending northward down the valley of the Mackenzie River to the Artic ocean . . . . the district is underlaid in many places by large beds of lignite the outcrops of which are seen as far east as Turtle Mountain. Along the upper waters of the South Saskatchewan as far down as Victoria, these lignites are seen, sometimes in beds of great thickness and extent, so that the supply of this fuel must be simply enormous." Passing west, the lignites change their character and become lignitic coals, bituminous coals and anthracites. In the Crow's Nest field these beds show wonderful thickness of 200 feet, many of the seams being of workable dimensions and of superior quality. Going further west, coal is found at widely separate points, on the upper part of the Peace River, the valley of the North Thompson, the vicinity of Kamloops, the Nicola Valley, the Tulameen and Similkameen districts, and near Ashcroft, and on the

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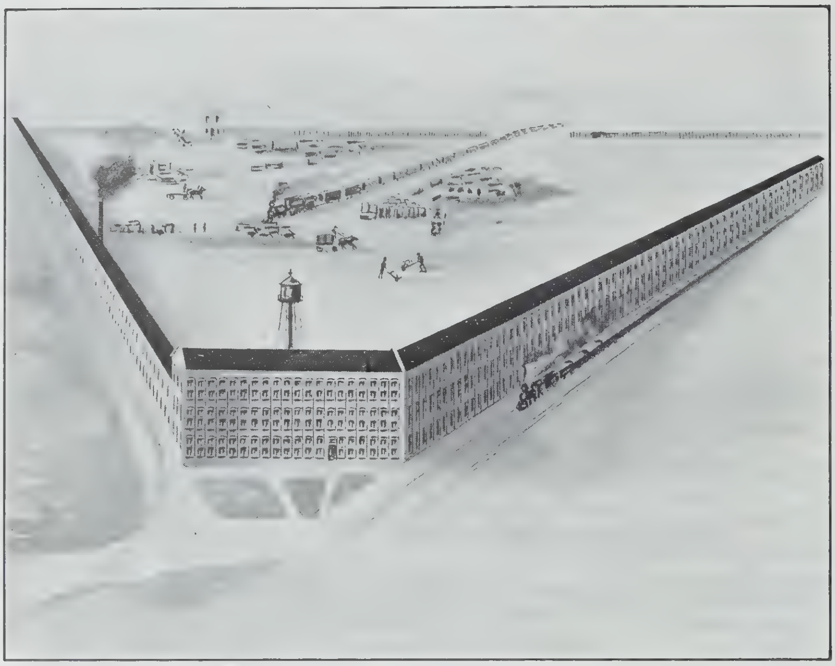

EUGENE F. PHILLIPS ELECTRICAL WORKS, LIMITED

Skeena. The greater part of these coals are of coking variety, while the lignites are of excellent quality. Vancouver island has deposits which now supply much of the Pacific coast demand, while in the Queen Charlotte Islands, anthracite, high grade bituminous and lignite are found. Coal is also found in several places in the Yukon, one area being estimated at 200 square miles. Other deposits are on the Pelly and Lewes river. These, however, are presently out of the commercially practicable area. What is in the country likely to be the scene of an early demand is so great as to be beyond comprehension. The 230 square miles obtained by the Crow's Nest Coal Company by one of the most curious of semi-political transactions, are estimated to include twenty-one and a half billion tons. In the Banff district beds of semi-anthracite have been opened up 12 to 15 feet thick. Indeed, it may be said that the whole of the West abounds in coal, some of it as easily got at as stone in a quarry. It can be added that, unless China and Siberia have coal areas yet unknown, the world has no such widespread supplies of mineral fuel as are to be found in Canada.

CONCERNING CANADA.

The earliest official records show that John and Sebastian Cabot, sailing under commission from King Henry VII. of England, landed in 1497 on that part of the present Dominion of Canada known as Cape Breton, in Nova Scotia.

VICTORIA JUBILEE BRIDGE—Grand Trunk Railway System

F. N. PHILLIPS, President. GEO. H. OLNEY 2nd, Secretary-Treasurer.

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Bare and Insulated Electric Wire **Railway, Feeder and Trolley Wire**

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of the Acme Can Works.

Gaspar Cortereal discovered and named the Labrador coast in 1500.

Jacques Cartier, of St. Malo, France, acting under the authority and patronage of Francis I. of France, discovered, in 1534, those portions of the Dominion of Canada now called New Brunswick, Prince Edward Island and Quebec, and on his return to France presented the King with the first official record there is of the existence of these regions.

Captain Cook in 1778 gave the first authentic record of the discovery of Vancouver Island and the Pacific Ocean coast of the present Dominion.

Frobisher, Hudson, Parry, Franklin, Richardson, Back, Mackenzie, Simpson, Vancouver and others, between 1576 and 1847, explored and named the north and northwest coasts of the Dominion.

Colonization was practically begun in 1605–8. In 1605 Baron de Poutrincourt established Port Royal

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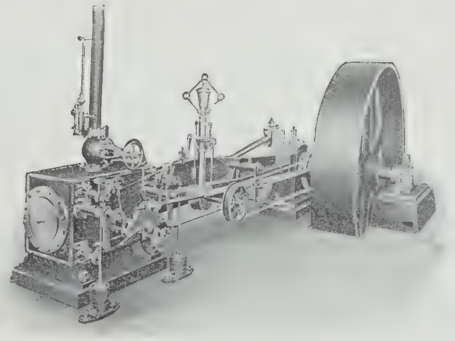

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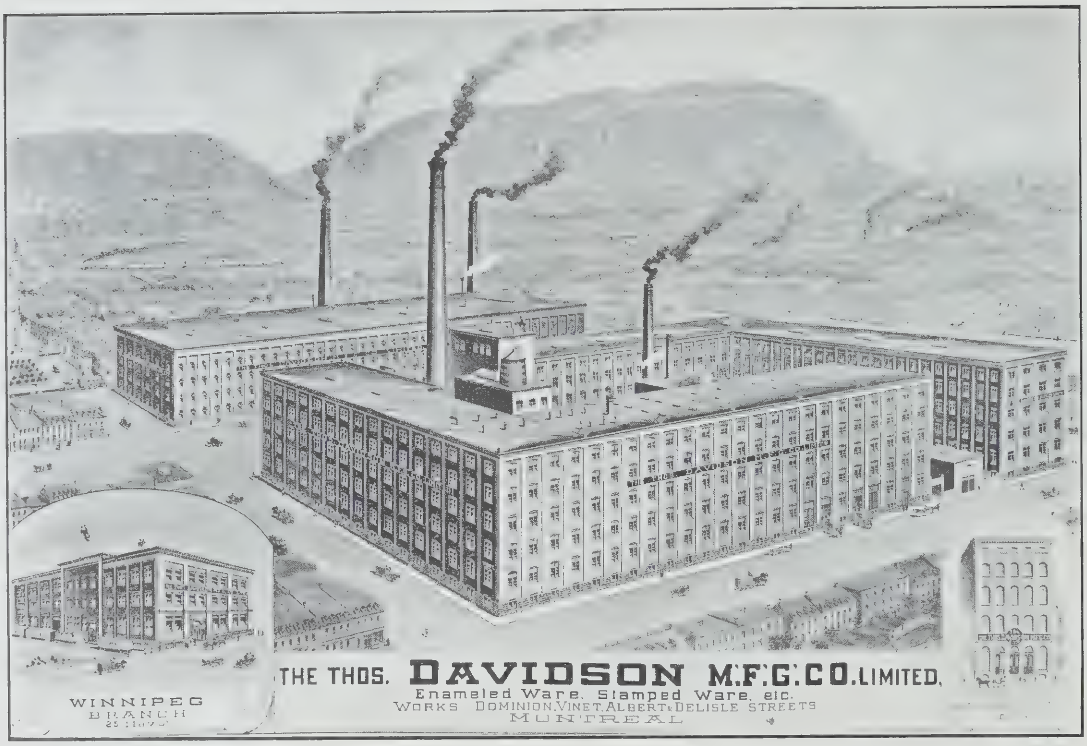
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PLANTS OF THE THOS. DAVIDSON MANUFACTURING COMPANY, LIMITED.

(now Annapolis Royal, in Nova Scotia), the first actual settlement by Europeans. In 1608 Champlain founded Quebec.

The name Canada first appears in the "Bref recit de la navigation faite en 1536-7 par Capt. Jacques Cartier."

By discovery, by occupation and by the Treaties of Utrecht (1713), of Paris (1763), and of Versailles (1783), all the country comprised in the Dominion of Canada became part of the British Empire.

The Dominion of Canada is about 3,500 miles from east to west and 1,400 miles from north to south.

It comprises the whole of the northern half of North America with the exceptions, on the west, of Alaska, and on the east, of the Labrador coast line, which latter is under the jurisdiction of Newfoundland, this colony not yet having entered the Canadian confederation.

Canada is bounded on the north by the Beaufort Sea and the Arctic Ocean; on the west by Alaska and the Pacific Ocean; on the east by the Gulf of St. Lawrence and Labrador; and on the south by the Atlantic Ocean and the United States of America. The latter boundary (starting from the Atlantic seaboard) commences at

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And made to stand hard usage.

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are being used in every part of Canada where sound, clean, sanitary, absolutely first-class cans are required.

Acme cans have acquired a reputation for reliability which cannot be equalled by any maker in Canada or out of it, bar none.

No matter what kind of a can you require we can make it. Look at our List here. 'Twill give you an idea as to our range. Our capacity is 150,000 cans a day.

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PLANT OF THE CANADIAN BRONZE CO., LIMITED.

the mouth of the St. Croix River, which empties into the Bay of Fundy, then follows this River and Lake Chiputnecook and passes due north until it strikes the St. John River; thence by that river and one of its western branches it reaches the watershed between the St. Lawrence River and the Atlantic, which it follows by a tortuous south-westerly course to the 45th parallel or north latitude in longitude 71° 31″ west; then by that parallel it passes westward to the St. Lawrence River and along mid-channel of that river and of Lakes Ontario, Erie, Huron and the main portion of Lake Superior to the mouth of Pigeon River; thence by it and Rainy River it gains the north-west angle of Lake of the Woods; thence it follows the 49th parallel to the Gulf of Georgia and thence passes by the Haro Straits and the Straits of Fuca to the Pacific Ocean. The length of this frontier line is 3,000 geographical miles, 1,400 miles being a water line by rivers, lakes and seas, and 1,600 miles being a land boundary.

The principal physical features of Canada are the Rocky Mountains and the Laurentian range, the plains of the North-west Territories, the great lakes and Hudson Bay and the Bay of Fundy, and the Mackenzie River and St. Lawrence River basins

The great Laurentian lakes, five in number, form, with their connecting rivers, a complete system of navigation from the head of Lake Superior to the Atlantic Ocean, a distance of 2,384 miles. They cover an area of about 100,000 square miles.

Other great lakes are Great Bear, 11,200 square miles; Great Slave, 10,100 square miles; Winnipeg, 9,400 square miles, and Athabaska, 4,400 square miles.

The principal mountains are the Rocky Mountains in the west, extending from the Arctic Ocean to the United States; they contain the highest points in the Dominion, among the chief being Mount Hooker, 16,760 feet; Mount Brown, 16,000 feet; and Mount Murchison, 15,700 feet.

The principal rivers are the St. Lawrence (with its tributaries, the Ottawa, the St. Maurice, the Richelieu and the Saguenay), the St. John, the Restigouche and the Miramichi rivers, flowing into the Atlantic Ocean; the Mackenzie, Coppermine and Great Fish rivers emptying into the Arctic Ocean; the Saskatchewan and Red, the Nelson, Churchill and Albany rivers flowing into the Hudson Bay; the Fraser and Columbia emptying into the Pacific Ocean.

Hudson Bay is a large inland sea, having an area of 350,000 square miles. Including its two arms it has an extreme length north and south of 1,300 miles, and a width across the bay proper of about 600 miles.

The Bay of Fundy, 170 miles long, and from 30 to 50 miles wide, nearly separates Nova Scotia from New Brunswick, the connecting Isthmus of Chignecto being about 15 miles wide.

The principal islands in Canada are Baffin Land, Prince Albert Land (which are the principal islands in the

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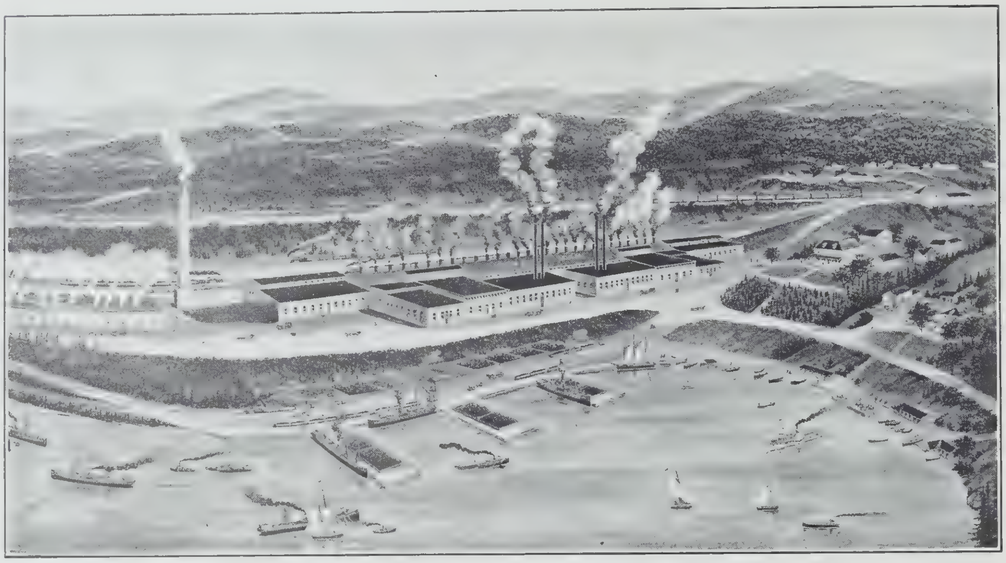
district of Franklin), Vancouver and Queen Charlotte Islands in British Columbia; Prince Edward Island, Cape Breton Island and Anticosti in the Gulf of St. Lawrence.



MONTREAL REDUCTION AND SMELTING COMPANY, LIMITED.
Works at Trout Mills, near North Bay, Ont.

The climate varies greatly. The average mean temperature is—in Prince Edward Island, summer, 61.9 degrees F., and 19.5 in winter; New Brunswick, summer, 60 degrees, and winter 19.0; Nova Scotia, summer, 65.2, and winter 25.0; Quebec, 58.3 summer, and 15. winter; Ontario, 63.0, summer, and 19.8 winter; Manitoba, 60.1 summer, and 0.8 winter; British Columbia, summer 61.0, and winter 32.4.

THE ABOUD & BOOSAMRA BUILDING
For Advertisment See Page 145

The system of government established in Canada under the Union Act of 1867 is a Federal Union (the first of the kind in the British Empire) having (a) a general or central government controlling matters essential to the general development, the permanency and the unity of the whole Dominion, and (b) a number of local or provincial governments having the control and management of certain matters naturally and conveniently falling within their defined jurisdiction, while each government is administered in accordance with the British system of parliamentary institutions.

The chief executive government and authority is vested in the King, in whom is also vested the chief command of the militia and of all naval and military forces in Canada. His Majesty is represented by a Governor-General, appointed by the King in Council, but paid by Canada.

The Parliament of Canada consists of first, the King; 2nd, an Upper House, called the Senate; and 3rd, a Lower House, called the House of Commons.

The Governor-General governs under the advice of a Council of Ministers, known as the King's Privy Council for Canada, which is responsible to the Parliament.

The Senate, as at present constituted, consists of 81 members, 24 each from Ontario and Quebec, ten each from Nova Scotia and New Brunswick, four each from Prince Edward Island and Manitoba, three from British Columbia and two from the north-west Provinces.

The House of Commons, which is elected by the people for a term of five years, consists of 214 members.

This number is fixed under the provisions of the Act of Confederation and the representation is arranged after each decennial census, by Act of Parliament, the basis being that the province of Quebec is always to have 65 representatives, and each of the other provinces such a number as will give the same proportion of representatives

The Montreal Reduction & Smelting Company

OF CANADA, LIMITED

J. E. E. LEONARD, M.P.
President.

J. H. BROWN, M.E.
Vice-President & General Manager.

BENJAMIN BURLAND,
Treasurer.

CAPITAL, $2,000,000.00

WORKS, TROUT LAKE, ONT.

HEAD OFFICE, MONTRAL

THE MONTREAL REDUCTION & SMELTING COMPANY, LIMITED, was incorporated on the Second day of May, 1906, by Letters Patent of the Dominion of Canada under the Provision of "Companies Act, 1902," 2 Edward VII.

The Company is now completing the erection of a smelter in the mining district of Cobalt, Ont. The capacity of the works when in full operation, will be 1000 tons of ore per day.

This is the first and only custom smelter erected in Northern Ontario, with a plant suited to the character of the ores which are being mined there.

THE FACILITIES.

The construction of the Montreal Reduction & Smelting Co.'s works and appliances are such as to enable it to most effectively handle and treat all kinds of the finer ores, such as gold, silver, cobalt, copper, nickel and lead. The comprehensive character of the work to be done may be judged from the fact that there is a complete equipment for each of the following processes:—cyaniding, amalgamating, precipitating, hypo-ing, leeching, concentrating, smelting, refining.

THE ADVANTAGES.

Low freight and economical operation will bring within the sphere of treatment in this smelter, ores which up to now it has been impossible to treat with profit. The mines of Copper Cliff, Cobalt, Temagami ond other camps, are all within easy rail distance.

THE BUILDINGS.

The Company's property is 60 acres in extent and the buildings erected include the following:—Furnace Building, Converter Building, Concentrating & Amalgamating Building, Refinery, Sampling Works, Ore-bins Building, Power House, Boiler House, Office Buildings, including Laboratory and Assay Department, Machine and Carpenter Shops.

THE PLANT.

The plant and machinery comprise the following:—Four 250 Ton Furnaces, of which two are Elliptical Furnaces for Cobalt ores and two are Rectangular Furnaces for Copper ores. Two Copper Converters (5 shells, 2 stands) output 20 tons pure copper in 24 hours. Amalgamating Pan. Double set of Crushing Rolls. Two Standard Blowers, one of 34,000 lbs., the other of 24,000 lbs. weight. Two Monadnock Mills, each 250 tons capacity. Three True Vanner Concentrators. Three Wilfely Concentrators. Four Boilers of 150 h. p. built for 250 lbs. pressure. Two Compound Corliss Engines, 300 to 350 h. p. One 150 h. p. Heater. Air Compressor:—500 ft. per second with 8 lbs. pressure. Two Dynamos, one shunt-wound, 200 k. w. 200 h. p. machine, the other, 25 k. w. 2800 c. p. 6 pole. Fifteen Ton Carrying Crane, double track. Two Rock Breakers, the "Blake" and the "Dodge," Capacity 250 tons per day each. Condensing Heater, 600 h. p. Roasting Furnace. Steel Vault. Provisions have been made for the installation of four more boilers, as the business extends. Ten more furnaces can also be added as required.

SOME FEATURES.

A feature of the plant is the dust chamber or tunnel, which is 600 ft. long, of reinforced concrete construction; Arsenic, Sulphur and other by-products will in this tunnel be condensed from the smelter fumes. At its apex is a steel smoke stack, 80 ft. high and 4 ft. 6 in. in diameter. Another feature is the leeching plant, with a capacity of 1000 tons a day. This is a process of dissolving and precipitating the precious metals on anodes by electricity. A fall of 54 ft. and an ample supply of water is obtained from a creek at the back of the property. Hydraulic pumps, stand pipes, receiving pipes, etc., have been installed by the Waterous Engine Co., of Brantford, Ont. Even the slag from the smelter will be utilized, by making it into paving blocks.

WHAT IT MEANS TO THE PROVINCE OF ONTARIO.

The Montreal Reduction & Smelting Co. is a Canadian Company backed by Canadian Capital, employing Canadian labor. Up-to-date in every respect; the plant is one to which the people of the Province of Ontario can look with pride, and it is a monument to Canadian enterprise. The equipment is largely of Canadian and English manufacture. In the saving of freight alone, the smelter offers an enormous advantage, and from a patriotic standpoint, it aids in conserving within the Dominion, the products of its mines. This smelter and refinery will supply the most urgent requisite to the proper mining development of Northern Ontario, and the pioneer nature of the enterprise entitles it to support from all who have the future of the Province at heart. At the same time, it offers a practical advantage to the owners of mines, by giving them better terms for their ores, and improved returns to its population as the number 65 bears to the population of Quebec as ascertained by the census. British Columbia, by the terms of the agreement made between the Dominion and province prior to the union is never to have less than six members.

DISTANCE BETWEEN PORT ARTHUR AND LIVERPOOL.

	Miles.
Port Arthur and Sault Ste. Marie	273
Sault Ste. Marie to Sarnia	318
Sarnia to Amherstburg	76
Amherstburg to Port Colborne	232
Port Colborne to Port Dalhousie	27
Port Dalhousie to Kingston	170
Kingston to Montreal	178
Montreal to Three Rivers (tidewater)	86
Three Rivers to Quebec	74
Quebec to Saguenay	126
Saguenay to Father Point	57
Father Point to West End of Anticosti	202
Anticosti to Belleisle	441
Belleisle to Malin Head (Ireland)	2,013
Malin Head to Liverpool	221
	4,494

THE BIRTH RATE IN MONTREAL.

There is no race suicide in Montreal. According to the annual report of Dr. Laberge, city health officer, the birth rate for 1906 was approximately 36 per 1,000 of the population. The report shows a slight decrease in the death rate, which last year was about 20.2, as compared with 20.6 for 1905. The last public; report that for 1905, shows how Montreal is keeping ahead of other cities. The most natural comparison is with Toronto. The birth record here is 13.81 higher than there. Montreal was also ahead of Paris, France, by 16.4; of New York, by 10.0; of Philadelphia, by 13.0; of Milan, 10.0; of Rome, 12.3; of London, Eng., 8.7. The birth-rate among French-Canadians, says Dr. Laberge, was 44.19 per 1,000, among other Catholics 25.45, and among Protestants 21.17. The average birth rate was thus 35.81, and for last year the new record will show it is approximately 36 per 1,000.

Montreal's birth rate is truly astonishing when the rates of other cities are looked at a little more closely. A simple sum of subtraction, taking Montreal's rate as the basis, gives more interesting results. If the rate of Montreal is 35.8, which is 13.81 higher than that of Toronto, the latter's births are 22 per 1,000. Evidently the French stock in France is just holding its own, but French-Canadians who were transplanted to the new world represent an older order of things. The figures show they still retain their love of home and children. The birth rate of Paris looks dwarfed. Any way, the rate of the Parisians is but 19.77. New York holds up its head better, the rate being 25.81; while Philadelphia drops down in the scale to 22.81.

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Milling Cutters
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Our Trade extends from the Atlantic to the Pacific, all of Canada.

Montreal *of* To-morrow

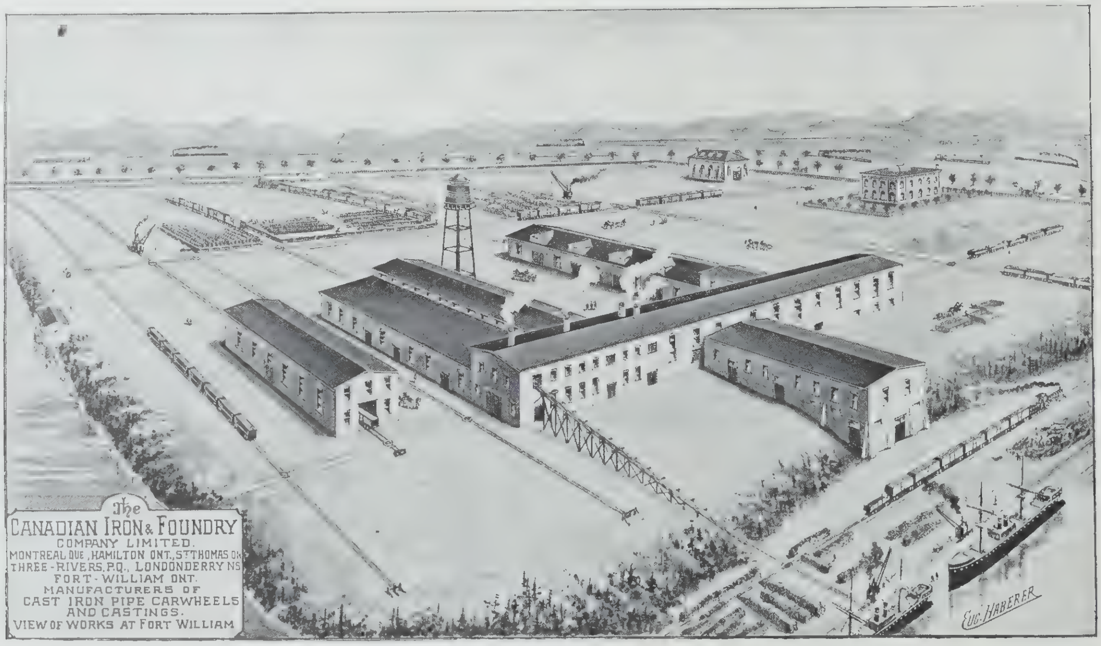
The strongest new factor in the expansion of the Metropolis

by

Arthur Hawkes

The following article is by Mr. Hawkes who has written much on commercial conditions in leading cities in England and the United States, and whose experience in Canada, beginning in the West in 1885 and latterly as Editor of the "Monetary Times," has given him unexcelled knowledge of the development of the country from Halifax to Vancouver.

TO SIZE up the future of a metropolitan city you must look for things that most men do not see. Anybody can read the established factory and depot, but the unobserved movement of to-day has the knack of becoming the wonderful achievement of to-morrow; and men wish they had, somehow, participated in its earlier development. To me, the most interesting features of every city on this continent are the indications that big, unlooked-for things are in the next bend of the road. You may even acquire the most dangerous reputation of owning the gift of prophecy by diligent practice of the Duke of Wellington's art of judging what is beyond the next hill.



WORKS OF THE CANADIAN IRON & FOUNDRY COMPANY, LIMITED.

Apply this to Montreal and you come across the least obtrusive of its public services, whose sign and symbol is the Moreau Street railway station. Its location is not impressive. In that it resembles the second railway station of Vancouver, which by an accident of geography, is in the Chinese quarter. But that rather unsavoury depot is the advance post of the Hill system of railways; and is nothing to what it will be. The Moreau Street station at Montreal was built for a small corporation. It has come into the hands of the Canadian Northern; and from being a terminus has become a nucleus—a mightily important change, for it and for Montreal.

Nucleus of what? After all, it is not wise to prophesy unless you know. I have no special knowledge of Canadian Northern designs in Montreal. Probably not more than three men have; and they are expert at keeping their own counsel. But there are some general considerations about the Port of Montreal and the Canadian Northern Railway that any intelligent being may collate and consider; and, so doing, may believe that he is marking one of the principal channels of Canadian commerce for the next decade or two. That the Canadian Northern has not been hitherto regarded as a distinctively Montreal institution is all the greater reason for appreciating its potential importance to the city as a whole; for Montreal is the product of half a continent of half developed resources; and the proofs of its coming expansion are scattered over thousands of miles of new-settled country.

It may not true of Montreal, as I am sure it is

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Table Knives,	$1.00 doz. to $9.00
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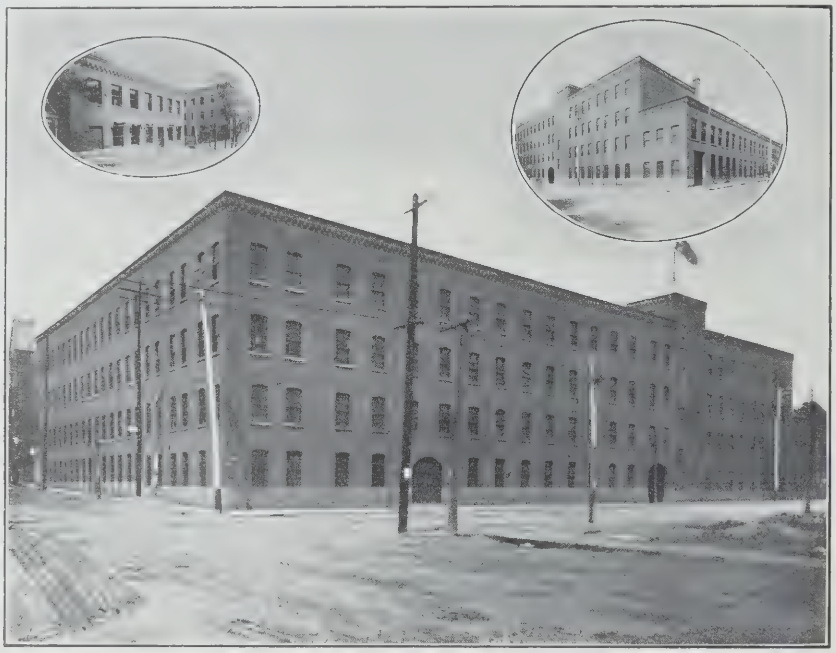
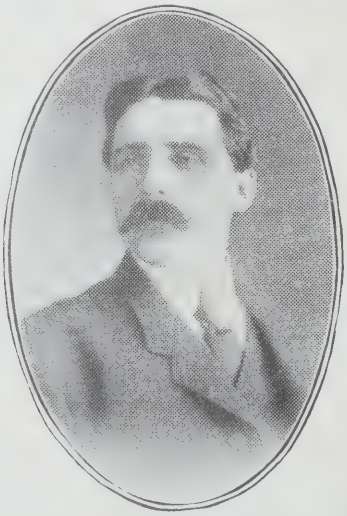


WORKS OF THE WIRE & CABLE COMPANY

true of Winnipeg that one third of its growth in the twentieth century is attributable to the Canadian Northern. But Montreal is more heavily indebted to that rare enterprise than is generally supposed. The modern expansion of Canada is the expansion of the West, whose main customers are far east of Montreal; and whose needs for almost everything except food and fuel are supplied by means in which Montreal has a considerable share. The new Empire of the Plains has transformed the business of Older Canada, and has made of metropolitan Montreal a greater metropolis still. Whatever happens, Montreal must continue to grow, for no conceivable circumstances can move the bed of the St. Lawrence.



J. E. E. LEONARD, M.P.
President of the Montreal Reduction & Smelting Co. of Canada, Limited

Mutatis mutandis, Montreal is to Canada what New York is to the United States. The rise of Chicago only increased the population of New York. The enlargement of Port Arthur, Winnipeg, Dauphin, Saskatoon, Battleford, Edmonton and Prince Albert will only bring profit and population to Montreal. At present Moreau Street station is the Montreal end of Edmonton and the intervening towns. But it is more than that—it is the Montreal end of what were the Great Northern Railway of Canada and the Chateauguay and Northern Railway, and are now the Canadian Northern Quebec, with termini at Ottawa and Quebec; and it has become allied with the Quebec & Lake St. John and is intimately and directly connected with the Halifax & South Western, the chief railway system of Nova Scotia. More even than that, its lines are projected to join Port Arthur with Sudbury, and Sudbury with Ottawa, and Quebec with Halifax and St. John.

MR. JAS. W. PYKE,
of Jas. W. Pyke & Company.

THE WIRE & CABLE CO.
MONTREAL.

MANUFACTURERS OF

ELECTRICAL WIRES AND CABLES

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The clock is operated without any batteries, each station contains a small magneto generator, operated by watchman turning a crank.

We give five years guarantee. Full particulars on application.

MUNDERLOH & CO.
51 VICTORIA SQUARE
Agents for Canada

Suryevors are in and beyond the Yellow Head Pass, hundreds of miles west of Edmonton, chaining their way to the Pacific Coast. The simple truth is that there are four thousand miles of Canadian Northern and associated lines in operation, where, in 1896, there was not a furlong. An average of a mile a day for ten years is pretty rapid addition to the country's stock of steel, ties and stations. When the links are completed this will be a transcontinental system. By that time the unpretentious Moreau Street structure will be like a Western farmer's log shack that has been converted into a granary, and will have been changed from terminus to nucleus to some purpose.

POST OFFICE, MONTREAL

There are some stories of remarkable commercial expansion the telling of which requires no emphasis —bald facts occasionally are more magnificent than any quantity of rhetoric. The Canadian Northern was begotten by Utility out of Courage. It talks in mileages, earnings, and interest on debenture stock. If a choice has to be made between giving a line of rails to a section of country that badly needs it, and building, in a great hurry and at a great cost, a showy depot, the depot is apt to wait awhile. The system is a true pioneer, a real native of the country it serves, and has a record in figures that everybody can envy and scarcely anybody will try to emulate.

It began in December, 1896, with the opening of 100 miles of road—the charter name of which was the Lake Manitoba Railway and Canal Company. Its base was Gladstone, a village 92 miles northwest of Winnipeg, and its end Dauphin, composed of a couple of log shanties. The operating force totalled thirteen. An increased staff was scarcely justifiable on grounds of necessity, but thirteen not being an optimistic number, the manager compromised on a boy. The railway base of the western system is now Port Arthur, the ends of steel operated are Stony Plain and Morinville, the first, twenty-four miles west, and Morinville twenty-two miles north of Edmonton. Edmonton is 1265 miles from Port Arthur. There are branch lines from Dauphin to Prince Albert, and up and down southern, central and western Manitoba, to serve Neepawa, Carman, Carberry, Brandon, Virden and other competitive points, as well as the intermediate towns which depend solely on the Canadian Northern. Last fall,

A. R. WHITTALL

MANUFACTURER OF ALL KINDS OF

CANS (Round and Square) FOR MEAT, FRUIT AND SPICES

ALSO PAINT & VARNISH CANS, & BLACK SHEET IRON GOODS

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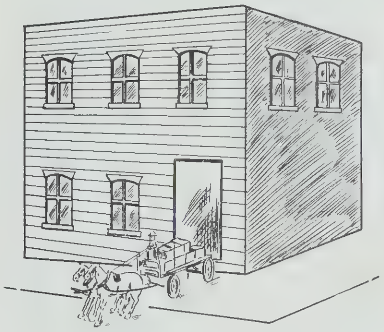

These two cuts represent the wonderful growth of Mr. A. R. Whittall's business since he started out for himself in 1890. At that time he occupied small premises on Centre Street, where the City and District Savings Bank now stands; that proving too small, he rented larger premises on the opposite side of the street. Two years after he built on the present site a factory 33 x 44, two storeys, and had to enlarge several times, when in 1906 he had to build the present factory, 3 storeys high, with floor space of 30,000 ft., with further room for expansion. At the present time he is putting in the most up-to-date Automatic Machines for making Fruit and Tomato Cans, and hopes to secure a share of the business from the Canners throughout the Dominion.

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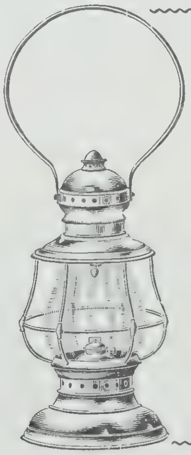

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446-448 St. Paul St., - Montreal

the Regina to Prince Albert line was added to the system and this fall a line from Brandon to Regina will be completed. The route from Winnipeg to Regina will be a mile shorter than by the C.P.R. and there will be two distinct routes from Winnipeg to Prince Albert by the same railway, a unique achievement in Canadian inter-communication.

MR. A. STUART,
Superintendent of J. W. Windsor's Factory.

MR. J. W. WINDSOR

When I first lived in the West the main line of the C. P. R. was the only railroad between our place and the North Pole. Its work in opening up vast and fertile territory has been, and is, of incalculable value to Canada. The middle of the grain producing lands is about the 106th degree of longtitude. It is crossed in three places by the Canadian Northern lines now. But the 106th degree of longtitude is more than a haphazard and temporary division of country into that which is crossed by the Canadian Northern main line, and that which has branches from its trunk. It practically marks the end of grain farming along the main track of the Canadian Pacific, north of which the land becomes of first-class farming value. Leaving out the approaches to big river crossings, there is scarcely a continuous mile alongside the junior road that will not produce excellent grain. Before I went over it, from Winnipeg to Edmonton two years ago, I attributed the assertion that the newest line had the best country between Winnipeg and the Rocky Mountains, to natural pride of possession. Seeing is believing. The philosophy of the saying; "They know not England, who only England know" applies with remarkable force to the West, and to what was the only railway across it.

See what this unexcelled stretch of fertility means. Unless things have changed since I was through to the Pacific Coast last January, there are not six grain elevators between Moose Jaw and Calgary, a distance of over 400 miles. The towns on the Canadian Northern, west of the meridian of Moose Jaw, although they only began to exist two years ago, all have their elevators and will need more and more as crop succeeds crop. Comparisons are sometimes odious, but this one is not in the slightest degree disparaging. All the west is good; only some parts of it are better than others. The point is that of the 132 towns which the Canadian Northern has brought into being in one decade—it has

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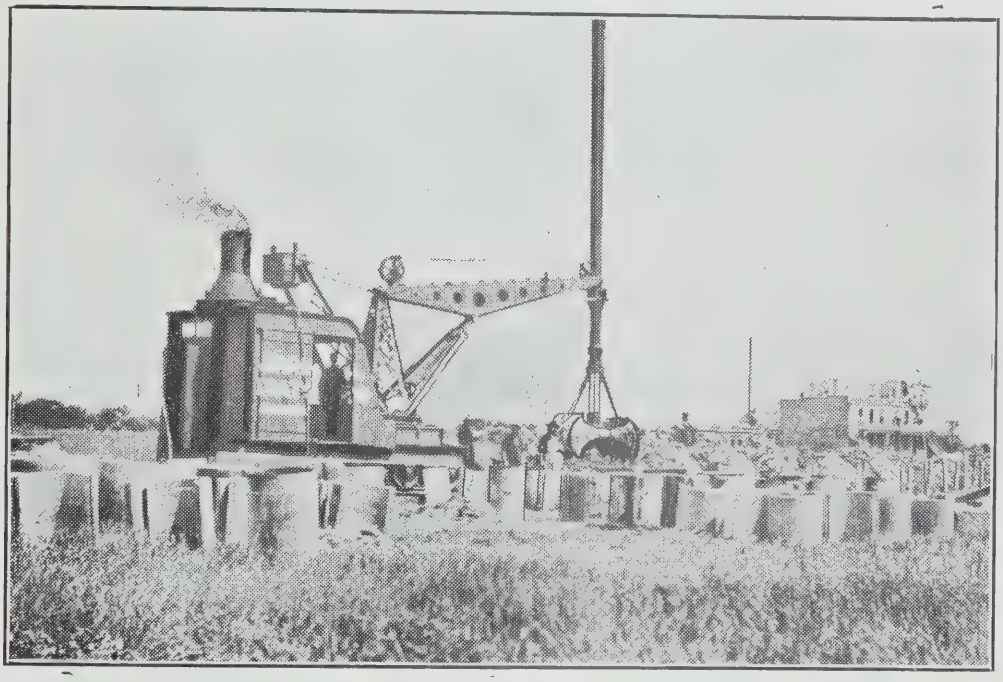
The

J. W. Harris Excavator.



IN THIS age of labor and cost-saving devices, nothing has been placed on the market that has scored a more merited or instantaneous success than the **J. W. Harris Excavator.**

While the **Excavator,** a picture of which is shown on this page, contains many invaluable improvements and devices peculiarly its own, the **Harris Excavator** is very similar in design and operation to the harbor or river dredge, and while the latter is afloat the **Harris Excavator** is on land, because for Railroads, Foundations, Excavations, Sewers, Water Works, Mines, Smelters, Blast Furnaces, Ore and Coal Docks, Brick Yards, Sand and Gravel Pits, Cement Work, Crib Work, Dredging and every description of Irrigation Work, Pipe Laying, putting in or pulling out Sewer Sheeting, the **Harris Excavator** is unequalled.

The fact that it met with universal approval by Railway Managements, Municipal Public Works Departments, the big Contracting Firms and Builders generally, from the moment the first machine was built and placed on the market by the **J. W. Harris Manufacturing Co.,** and that its use was immediately adopted on a score of big contract jobs, absolutely proves its utility and worth.

As stated, the **J. W. Harris Excavator** is one of the great labor, time and money savers of the day, and is well worthy of the closest attention and investigation on the part of all Architects and Contractors.

For further particulars and Catalogues apply to

The J. W. Harris Manufacturing Co.,

Limited

MONTREAL, CAN.

enormously benefited those it has entered competitively—a goodly proportion are in territory the existence and quality of which would not be suspected from a crossing of the prairies by the splendid line which for excellent strategic reasons kept comparatively close to the international boundary. You have not seen the West if you have not been more than one hundred miles from the forty-ninth parallel; and you cannot, therefore, have realized its possibilities of business with eastern cities, and especially with Montreal. The other day I was in Vonda, 16 miles from the main line crossing of the South Saskatchewan. The townsite was surveyed in June, 1905. That fall 100,000 bushels of wheat were sold in the town, and last year 500,000 bushels. This year the total is expected to be 750,000 bushels. Vonda is not a singular town.

Again, there is an error in the supposition that nothing but wheat and cattle are produced in the West. At Grand View, 25 miles west of Dauphin, there is a flourishing lumber industry. From the mills at Prince Albert an average of fifteen carloads of lumber are shipped daily. West of Edmonton I saw logs being loaded for Government use in another part of Alberta. At other points such as Etiomami and Winnipegosis there are also lumber mills. There are brine wells in the vicinity of Dauphin; gypsum deposits not far from Winnipeg; and abundance of useful coal at and around Edmonton. I saw twenty cars a day being loaded at Morinville from a mine opened up only last March. The newspapers to-day report the discovery of coal five miles from Prince Albert.

You have only to talk with some of the hardy pioneers of the country beyond Athabasca Landing to become seized of the probabilities of commerce in the territory that will be tapped by the line being constructed to the Landing. Five hundred miles from Edmonton there are apparently inexhaustible deposits of asphalt that has been proven to retain its hardness in 35 degrees more heat than that of Trinidad. The Peace River country was always the "God's Country" of the trappers to whom Old Fort Garry was the nearest entrepot of civilization.

PLANT OF THE METAL SHINGLE AND SIDING COMPANY, LIMITED

RESIDENCE OF LORD STRATHCONA, DORCHESTER STREET.

Dorken Bros. & Co.

Importers and Manufacturers' Agents

Hardware, Cutlery, Guns, Etc.

REPRESENTING

H. BOKER & CO., Solingen,
Manufacturers of the Finest Cutlery.

HENRY BOKER, Remscheid,
Hardware Makers and Exporters

ALEXANDERWERK, Remscheid,
Meat Cutting Machinery and Wood Cutting Machines, Etc.

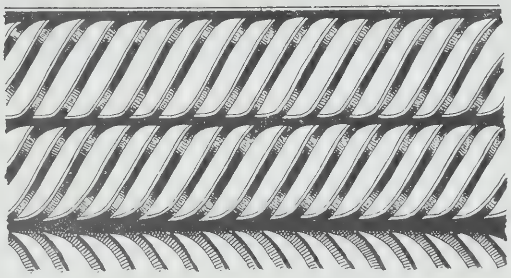
E. M. DICKINSON, Sheffield,
Table Cutlery Manufacturers,

JOHN WILSON Sheffield,
Butcher's Cutlery and Tool Makers

AND OTHER

German, English and Continental Manufacturers.

"HERRINGBONE" LATH



This is, without exception, the stiffest expanded metal lath on the Canadian Market. The parallel ribs reinforce the sheets and give them a flat even surface—no twisting or buckling.

"Herringbone" is applied more quickly than any other, and its edges lock together instead of overlapping. Thus, there is no waste of material.

"Herringbone" takes no more plaster than wood, or the ordinary expanded metal lath. Yet, by its extreme rigidity, it enables the plastering to be done in a fraction of the time.

"Herringbone" is unequalled for : partition and ceiling construction, side walls, column work, stucco, etc.

Our free folder, A101, will tell all about

"HERRINGBONE" LATH

Manufactured by

THE METAL SHINGLE and SIDING CO., LTD.,

Makers of all Kinds Metal Building Goods

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Head Offices : PRESTON, Ont.

H. GRAY & Co.

Wholesale Dealers in Paper Stock and Scrap Rubbers.

Also Factory Waste Products and Scrap Metals.

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Warehouses :
20 to 29 Commissioners Street and
9 Bonsecours Street.

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TERMS, SPOT CASH.

Frankel Bros.

Scrap Metals, Iron and Rubber Drosses and Skimmings.

TORONTO
116-130 George St.

New Works: Corner Don Improvement Rd.
and Eastern Ave.

MONTREAL
84-98 Wellington St.

J. O. Labrecque & Co.

AGENTS FOR

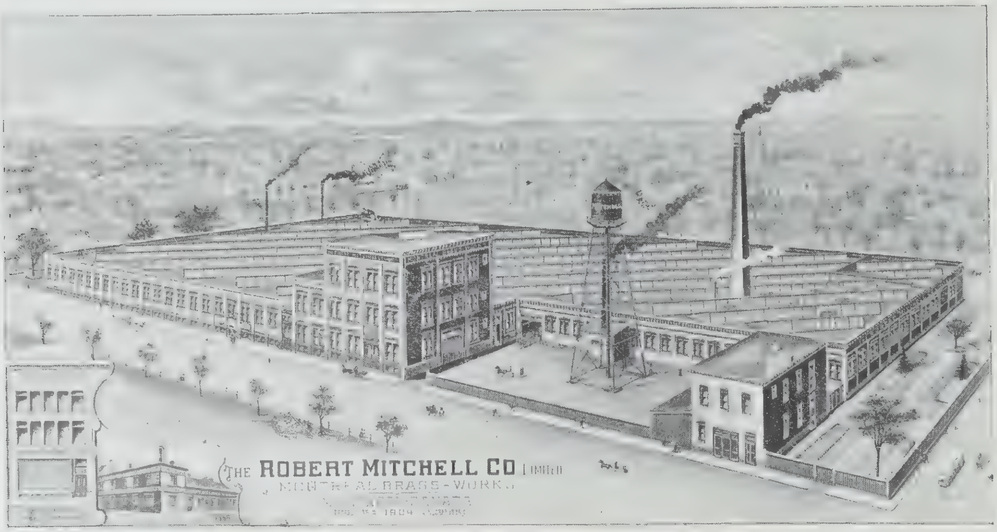
BLACK
DIAMOND
COAL

BELL, EAST 2390

MERCHANTS 358

141 Wolfe St., - MONTREAL

Lest too much enthusiasm should seem to be produced by one's knowledge of a thousand-mile wheat field with its accessories of timber and minerals, it is better to skip half a dozen other proofs of the natural opulence of the more productive sections of Manitoba, Saskatchewan and Alberta, and to indicate two or three features of Canadian Northern development nearer home. The country north and east of the Lake of the Woods makes very little revenue for any existing railroad. But the Canadian Northern, going perforce to the south of the Lake of the Woods, opened an excellent mixed farming district, and a lumbering territory, that with principal outlets at Fort Frances and Rainy River, feeds some of the best equipped mills in North America, whose output brings the amount of lumber loaded by the railway from nearby mills up to about a hundred carloads a day. Of course this is not enough for the consumption along the prairie lines; but it represents an amount of investment, labor and merchandise that would support many considerable communities.


THE ROBERT MITCHELL CO LIMITED
MONTREAL BRASS-WORKS

PLANT OF THE ROBERT MITCHELL COMPANY, LIMITED.

PLANT OF THE JAMES ROBERTSON COMPANY, LIMITED

OLD MILL, LOWER LACHINE ROAD.

Further east, the Atikokan iron range has begun to furnish a virtually unlimited supply of ore, the transportation of which to the smelter just started at Port Arthur is making much traffic for one hundred and thirty miles of road, and will make much more in bringing the finished product back for constructional use throughout the West. The establishment of the smelter and iron works at the head of the Canadian Lakes navigation makes this

The ROBERT MITCHELL CO., LIMITED

Established 1851 **MONTREAL** Incorporated 1896

MANUFACTURERS OF

Gas and Electric Light Fixtures

ENGINEERS', PLUMBERS', GAS and STEAM FITTERS' **SUPPLIES**

GAS METERS

Brass Fittings for Railway and Electric Street Cars

The James Robertson Co'y, Ltd.

Brass Founders and Finishers

Manufacturers of

Babbitt Metals and all White Metal Alloys.

Solders—
- ***Wire, Triangle, Strip, Bar.***

Leads—
- ***Wire, Bar,***
- ***Pig, Sheet,***
- ***Window Lead,***
- ***Lead Pipe,***
- ***Lead Shot,***
- ***Lead Traps.***

LATE MR. JAS. ROBERTSON, Founder of Business, 1857

Dealers in

Galvanized Sheet Iron
Black Sheet Iron
Canada Plates
Sheet Zinc
Block Tin
Sheet Lead
Iron Pipe
Pipe Fittings
Plumbers', Machinists' and Engineers' Supplies
Roofers' and Tinsmiths' Supplies

Montreal, Toronto, St. John, Winnipeg, Vancouver

summer an epochal season for Port Arthur, and a new stage in Western Canadian development that decreases the distinctions which men across the border are wont to claim for their part of the continent. Indeed, Port Arthur, is predominantly a Canadian Northern town. It was somewhat malevolently boasted that the construction of wharves and elevators at Fort William would cause grass to grow in Port Arthur's main streets—a prediction that seemed particularly ridiculous when, last fall, I spent half a day in that town with the Canadian Manufacturers' Association and heard the story of an expansion achieved, and saw the certain promise of still greater expansion to come—one sign of which is the Canadian Northern elevator with its unequalled capacity to hold seven million bushels, or two hundred and ten thousand tons of wheat.

VIEW OF THE PRINCIPAL DISTRIBUTING PLANT OF THE HARTT & ADAIR COAL COMPANY.
Corner of Colborne and Wellington Streets, Montreal.

MR. ANDREW BAILE
Coal Merchant.

While Port Arthur is making iron and steel for Western Canada, five hundred miles nearer Montreal the Canadian Northern will soon be loading iron ore for the use of Middle Canada. North of Sudbury the Hutton mines, in Moose Mountain are, on the whole, as rich as any in the country. They are being connected with the Canadian Northern Ontario section, and will send their ore to Toronto, nearly three hundred miles south, where a plant that will utilize 5,000 men will be erected as soon as arrangements for a site on Ashbridge's Bay, easy of access to Pennsylvania coal, can be concluded with the city.

Government reports shows that the country to be crossed by the Canadian Northern between the Hutton Mines and Port Arthur is much better than that which is nearer the shores of Georgian Bay and Lake Superior. It has heavier timber, and fifteen million acres of good clay land, similar to that in New Ontario, where admirable crops are being raised. The country between the mouth of the French River where the line for Ottawa will branch from that now being constructed, has its own resources of timber and agricultural lands.

Without saying anything about the certainty of extensions of the Canadian Northern Quebec and the Quebec & Lake St. John lines, or touching the iron and coal resources of the Maritime Provinces controlled by the Canadian Northern interests, I think I have shown, in broad perspective, that colossal quantities of new business, west of Montreal, have been and are being created by this youngest

Sole Wholesale and Retail Agents in the Province of Quebec
For the Sale of

THE DELAWARE & HUDSON CO'S

LACKAWANNA

COAL

"FALCON" Smithing Coal. "HILLSDALE" Run of Mine.

ALL RAIL AND WATER DELIVERY.

The Hartt & Adair Coal Co.

MONTREAL.

ANDREW BAILE

IMPORTER and DEALER in

Anthracite and
Bituminous Coals

AND FOUNDRY COKE

Prices quoted for delivery at all points by Rail or Water and for City delivery.

ESTABLISHED 1869

69 McGill Street, - MONTREAL

THE JOSEPH WILSON WOOD AND COAL YARD

and most lusty of Canadian railroad enterprises. What it means to the commercial and financial institutions whose Canadian operations are directed from Montreal is discernible to every man who knows anything of Canadian business. The Canadian Northern without its subsidiary and allied undertakings represents an investment to date of over $80,000,000. Far-sighted, courageous, economical railroad investment is to the whole business community what culture and moisture are to fertile but arid soils. Of course railroading is a business in itself and gives philanthropy a second place to six per cent. But it is the cause and facilitation of a multitude of other businesses; the managers of which, even when they are kicking against conditions and difficulties of transit, are a cloud of witnesses to the premier essential factor in the swelling of the national prosperity. However important Montreal may be to the Canadian Northern, it cannot be as important as the Canadian Northern is to Montreal. The big city and the big railway have a mutuality of interest that is bound to grow very much bigger. Wherein is great comfort for the ambitious, tenacious individual who loves to see other undertakings grow, and is not unmindful of his own.

"RAVENSCRAG," THE RESIDENCE OF SIR H. MONTAGU ALLAN.

OFFICE { Bell Phone Main 339
" " 4913

YARD....Bell Phone Main 156

ESTABLISHED 1885

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WHOLESALE AND RETAIL

Largest Wood Dealers in the City.

Main Office, 99 Inspector St. **Yards, 136 Mullin St., Point St. Charles**

R.R. Siding in yard connecting with the Grand Trunk and the Intercolonial Railways.

TELEPHONE—MAIN 4611. TELEPHONE—MAIN 4612.

FARQUHAR ROBERTSON

Anthracite and Bituminous Coal

AND **Foundry Coke**

206-ST. JAMES STREET-206

MONTREAL.

A Well Built City

THE solid and substantial character of Montreal is reflected in its architecture. There are numerous buildings which have historic interest because of their association with the early developments of the city, and some of these earlier buildings are structures of architectural merit, but it is in more modern days that Montreal has made its great progress in building as well as in other directions, the city, though old, having been for the greater part built during Victoria's reign. As has been said, the population was about thirty thousand when the Queen ascended the throne, and to-day, with its suburban belongings the population has increased to about three hundred thousand.

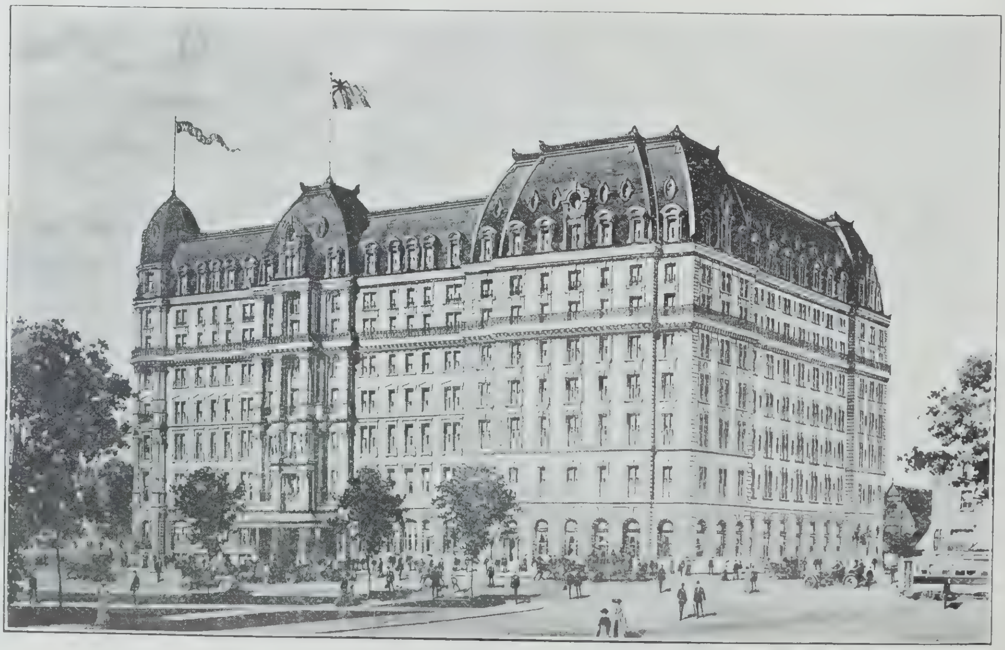
MR. J. EMILE VANIER,
Secretary The Province of Quebec Architects' Association.

In providing homes, public buildings and business places for its enlarging population, and in meeting the requirements of the city's growing importance as the commercial metropolis of Canada, there has been built up an important building interest in the city.

It is apparent to all who see the modern buildings which adorn the city and reflect its newer growth, that the profession of achitecture is most ably represented in Montreal, and this is shown not only in the larger structures, but also in the artistic quality of the fine residential buildings called for by the wealth and culture of the city.

MR. ALCIDE CHAUSSE,
Superintendent of Buildings for the City of Montreal.
Past President of Province of Quebec Association of Architects.
Secretary, Institute of Architects of Canada.

In the early years of the city the business activities



WINDSOR HOTEL. Peter Lyall & Sons, Contractors

PETER LYALL & SONS

GENERAL CONTRACTORS

SAMPLES OF OUR WORK—

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GENERAL OFFICE:

213 Board of Trade Building

MONTREAL.

Saxe & Archibald

ARCHITECTS

59 BEAVER HALL HILL

MONTREAL

Phone Main 3269.

James Morison,

207 Guy Street,

Montreal.

Builder and

Contractor.

Principal Buildings erected by this Firm within the last Two Years.

Commercial and Technical School, Sherbrooke Street.
New Medical and Operating Theatre in Royal Victoria Hospital.
Residence for Mr. Mortimer B. Davis, Pine Avenue.
" " Dr. Molson, Sherbrooke Street.
" " Mr. Lindsay, Ontario Avenue.
" " Mr. McLennan, Cote St. Antoine Road.
" " Mr. Sumner, Belvidere Road, Westmount.
Flats for Mr. Gagnon, Sherbrooke Street.
Factory for the Ames, Holden Co.
10-Storey Office Building on Victoria Square for the Gauthier Estate.

SOME OF THESE BUILDINGS ARE UNDER WAY NOW.

were principally confined to Commissioners Street, but as the growing needs of enlarging commerce called for expansion the business interests invaded first St. Paul Street, then Notre Dame and St. James Streets. Craig Street, which had been an open ditch, dug as a part of the fortifications of the city, was then filled up and trade spread northward. St. Catherine Street acquired its business character during recent years, and these and other changes and enlargements in the business district furnish a most significant illustration of the substantial and material growth of the city as the commercial metropolis of Canada.

The past two or three decades have brought a practical reconstruction of business architecture in Montreal, to accord with the advanced requirements of the age, and among the buildings constructed during that period are some which will serve for models of the best architectural practice. In this work the genius and skill of the architects of Montreal has been found adequate to every requirement, and Montreal sustains a most enviable reputation as a well-built city. Some of the older structures are also excellent specimens of architectural work and follow classic and approved ideas in designing, but the new business architecture, which must take into account the increasing value of centrally located land and economizing ground space by increasing the height of the building, has its best examples in some of the more modern business blocks. In these there is required a considerable amount of engineering skill to provide the required strength, and the necessary fire-proof qualities, but all of the complex problems that have entered into the evolution of the modern building have been thoroughly mastered by those who lead in the profession here.

Ecclesiastical architecture has not required so many changes and innovations as have been necessitated with reference to business blocks, but even here new ideas have brought improvement in detail, and in Montreal are architects who rank with the ablest in America in the designing, planning and building of churches.

LINTON APARTMENTS, SHERBROOKE STREET. Canadian White Company, Limited, Contractors

There are few cities, anywhere, that equal Montreal in the quality and excellence of its domestic architecture, and the homes of wealth and refinement in this city reflect the highest good taste and the most skilful exterior and interior treatment, aided by the advantages of sites that are adapted to the best architectural results.

The business of the contractor and builder is one of great importance in Montreal, finding a field of activity not only in the city's own substantial growth, but also in the demands of other cities and towns. Many of the firms so engaged have been for years in the business, and besides being identified with the building operations in the city itself, have built important structures all over the provinces of Quebec and Ontario, and some even in the other provinces of Canada.

Canadian White Co.,

Limited.

SOVEREIGN BANK BUILDING,
MONTREAL,
CANADA.

Winnipeg Office, Walker Theatre Building.

ENGINEERS and CONTRACTORS

For Steam and Electric Railroads, Electric Light and Power Plants, Building Construction, Water and Gas Works, Docks, Harbor Works, Municipal Sewers, Etc., Etc.

Work in progress or completed in Montreal at the present time.

CANADIAN BANK OF COMMERCE, 185-7 St. James Street.

HOCHELAGA POWER HOUSE, Montreal Street Railway, Notre Dame East.

LINTON APARTMENTS, Cor. Sherbrooke and Simpson Streets.

BLUE BONNETS RACE COURSE, etc.

VULCAN CEMENT PLANT at Longue Pointe.

TERMINAL WAREHOUSE AND CARTAGE Co. FIREPROOF WAREHOUSE, Grey Nun Street.

MONTREAL STREET RAILWAY BRICK CAR BARNS.

ADDITION TO C.P.R. WINDSOR STREET STATION.

POWER DEVELOPMENT FOR MONTREAL LIGHT, HEAT AND POWER Co., Soulanges.

Correspondents:

J. G. WHITE & COMPANY, INC.,
New York City.

J. G. WHITE & COMPANY, Limited,
London, England.

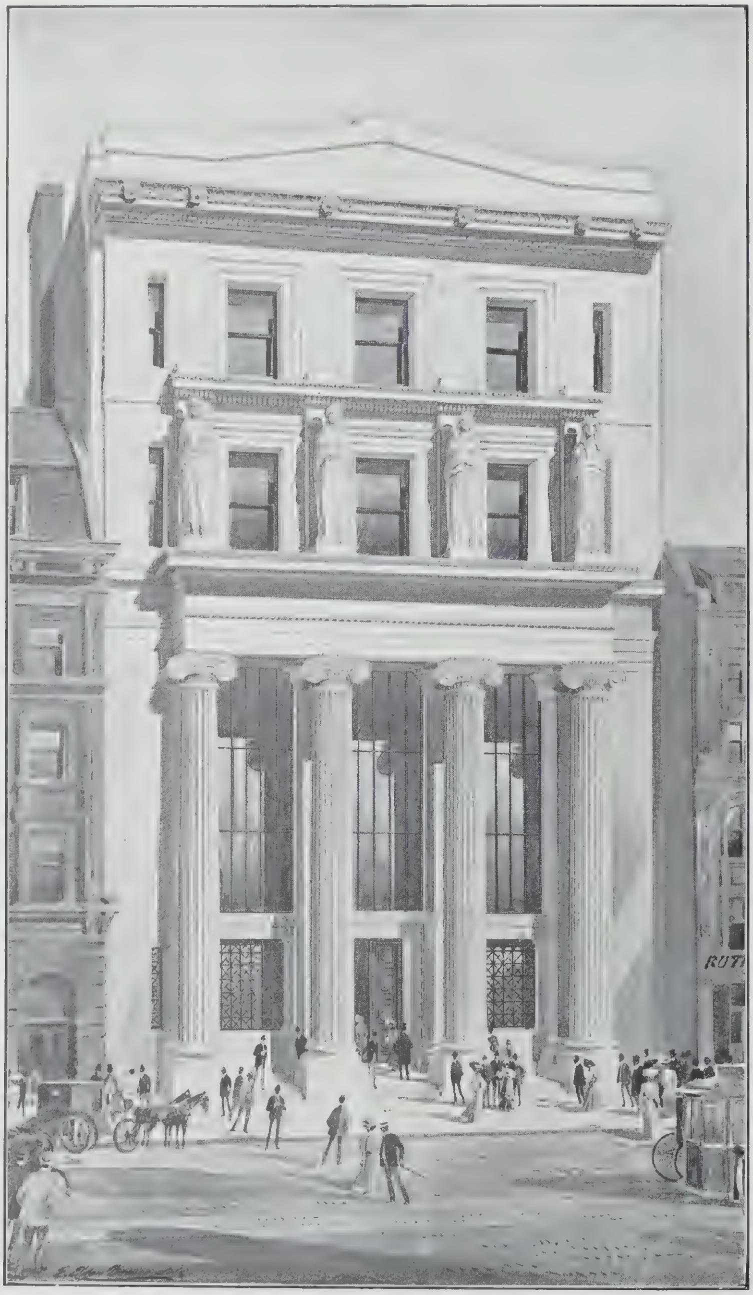
WARING WHITE BUILDING CO.,
London, England.

One of the great advantages of the city is its access to practically inexhaustible supplies of building materials of the best quality. The limestone of the immediate neighborhood is a building material of especial excellence and can scarcely be improved upon as a material for large structures requiring massive strength, but for those who prefer other stones as better adapted to the architectural treatment required for special structures, the location of the city and its excellent transportation facilities give it advantages for the procurement of any required grade of sandstone, granite or marble.

The trade in building materials to supply a local and shipping demand is an important branch of commercial activity, and besides stone and brick, there is an extensive trade in the importing and handling of cement, fire clay products, and all kinds of contractors' and builders' materials, in which Montreal is an important market.

The lumber trade of Montreal operates under the most favorable conditions with respect to supply, and the business, both at wholesale and retail, is a most important one. Large wood-working enterprises in the manufacture of lumber building materials are carried on in the city, and added to the local trade is a large shipping demand for building lumber and for larger timbers, which has been built up by men and firms having connections with sources of supply in all of the forest regions of Canada.

The superior advantages that centre here with respect to ample supplies of lumber give the city great availability for wood-working industries, such as the manufacture of packing boxes, cooperage, cabinet work,



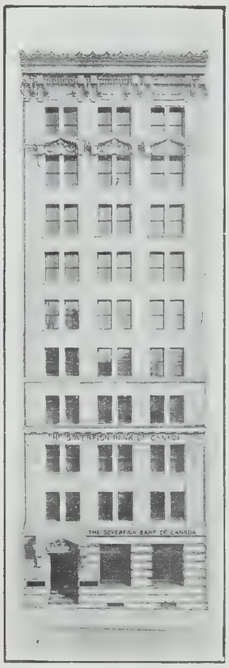
ROYAL BANK Chas. Thackeray Co., Contractors

CHAS. THACKERAY CO.

General
Contractors

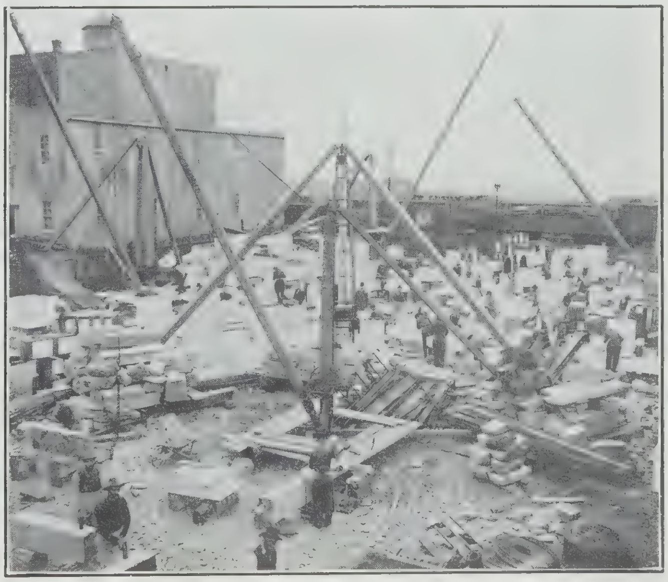
242 ST. JAMES STREET

MONTREAL.



Sovereign Bank Building.

The Lindsay Piano Co. Building.



View of Yard showing men at work on marble for Royal Bank Building, St. James Street.

Some of the handsome buildings erected include:

The Sovereign Bank Building, St. James Street.

Lindsay Building, St. Catherine St. W.

Strathcona Hall.

Buildings now in course of completion include:

Royal Bank of Canada, St. James Street.

The St. Catherine Street Branch of the Royal Bank of Canada.

furniture, etc., and in these and other wood-working lines the city is the centre of large operations, which add in marked degree to the greatness of the city as a manufacturing centre.

* * *

CIVIC GOVERNMENT.

Montreal obtained its first charter as a city in 1833. The first mayor was Jacques Viger, who held office until 1840. During the next two years Mr. Workman. The next mayors were Charles Coursol, Francis Cassidy, and Aldis Bernard, being followed by Dr. (afterwards Sir William) Hingston, from 1875 to 1877. Mr. Beaudry then became mayor again, and held office until 1879, when he was followed by Severe Rivard, who held office until 1881, when he was succeeded by J. L. Beaudry, who was again mayor until 1885, when H. Beaugrand was elected, the latter holding the office until 1887.

The Hon. J. J. C. Abbott, Jacques Grenier and Peter McGill was mayor, and he was succeeded by Joseph Bourret. The next mayor was James Ferrier, who held office in 1845. John E. Mills held office from 1847 to 1848, when Mr. Bourret again became chief magistrate. From 1849 to 1851 E. R. Fabre was mayor. The succeeding mayors up to 1861 were Charles Wilson, Dr. Wolfred Nelson, Henry Starnes and C. S. Rodier. J. L. Beaudry held office until 1866, and was succeeded by Mr. Starnes and James McShane followed, each having two terms. The next mayor was Senator Desjardins, who held office during the year 1893. Senator Villeneuve was mayor during two terms, 1894–1896, and was succeeded by R. Wilson-Smith, elected in 1896, and he succeeded himself in 1897. R. Prefontaine became mayor in 1898, and was re-elected in 1900. Hon. James Cochrane was mayor in 1903. After him Mr. H. Laporte became mayor, and was succeeded by Mr. H. A. Ekers.

HEAD OFFICES OF THE GRAND TRUNK RAILWAY SYSTEM, McGILL STREET.

Peter Lyall & Sons, Contractors

JOHN STEWART & CO.

BUILDERS
AND
CONTRACTORS

TELEPHONES			ADDRESS
OFFICES,	Westmount	1356	153 Hillside Avenue
RESIDENCE,	do	360	Westmount

Prominent Buildings erected by us and in course of erection are as follows:

COMPLETED	In COURSE of ERECTION
Students Union	Bank of Toronto
Inglis Building	Westmount New School
McCready Boot and Shoe Building	Hervey Institute
Birks Building	Gorham Building, Phillips Sq.
And many others	And many Private Residences in Montreal and Westmount.

See Page 266 for Illustration of the Henry Birks & Sons' Building

Hussey Construction Co., Ltd.

General Contractors.

Builders of

Fairmount Methodist Church,
Dominion Textile Co. Warehouse,
Canadian Asbestos Co. Factory,
Perrin & Co. Building,
Colonial Apartments,
and many others.

17 PLACE D'ARMES HILL

E. G. M. CAPE

GENERAL CONTRACTOR

40 HOSPITAL STREET

TENDERS FURNISHED ON CONCRETE WORK, FACTORIES, WAREHOUSES, OFFICE BUILDINGS, ETC.

BUILDINGS AT PRESENT UNDER CONSTRUCTION

Power House, Verdun. Buildings for Montreal Rolling Mills, Ltd. Factory for Standard Shirt Co., Ltd. Factory for Dominion Cartridge Co., Ltd., Brownsburg, etc., etc.

D. C. LOOMIS & SONS

General Contractors

232 McGILL STREET
MONTREAL.

PORTLAND CEMENT — FIRE BRICKS

ALEX. BREMNER,

Builders' Supplies,

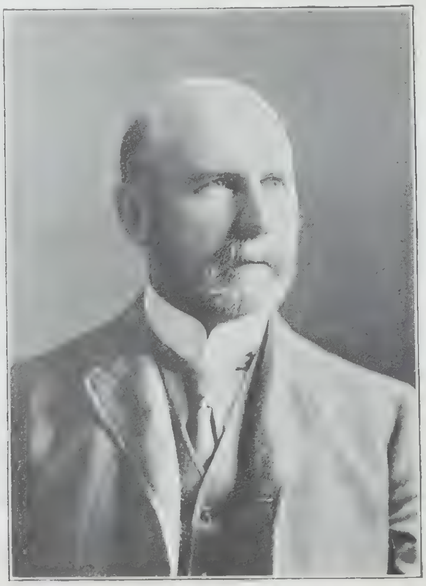
50 BLEURY ST.,
MONTREAL.

DRAIN PIPES — MORTAR COLOR

THE LAURENTIDES NATIONAL PARK.

The Laurentides National Park is one of the largest and grandest fish and game preserves in the world. In the lakes which are enclosed within its limits are probably the finest specimens of salmo fontinalis to be anywhere found. Many have already been taken exceeding nine pounds in weight, and it is certain that many larger ones are to be found there, which will dwarf the fish of the Rangeleys and the far-famed Nepigon.

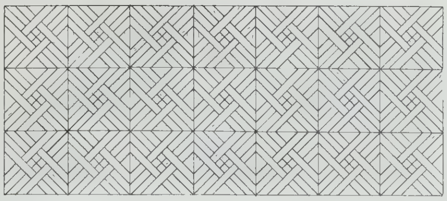
INTERIOR VIEW OF OFFICE, THE COLONIAL DOLOMENT COMPANY, LIMITED.



MR. DANIEL CREAM,
Of Daniel Cream & Company, Lumber Merchants.

Roughly speaking, this Park includes the central portion of the territory enclosed between the townships bordering on Lake St. John to the north and along the St. Lawrence to the south, that skirt the Saguenay on the east and stretch on the west to the limits leased to various fish and game clubs on the eastern side of the Quebec and Lake St. John Railway. It has a superficies of 2,640 square miles, or 1,689,400 acres, and its limits are officially described as follows:

"All that part of the vacant and unlicensed Crown Lands of the Province of Quebec situate in the counties of Montmorenci, Quebec and Charlevoix, bounded as follows: towards the North, by the Southern line of timber berth S-1-2 144, lying between Cedar Lake and the Metabetchouan River; partly by the southern line of the counties of Lake St. John and Chicoutimi, comprised between the east bank of the Metabetchouan to the west, and the St. Urbain and Grande Baie road to the east, and partly by the southern, western and eastern boundaries of timber berths lying on the rivers, tributaries of Lake St. John and Kenogami and of the Saguenay River; to the east by the St. Urbain and Grande Baie road, from the forty-eighth parallel of north latitude, to its intersection with the rear line of the Seigniory of Cote Beaupre; to the south-east by the rear line of the seigniory just named, and by the rear line of Stoneham and Tewkesbury townships; to the west, by the easterly line of Tewkesbury township, and by the north-easterly outline of fief Hubert and prolongation thereof, to its intersection with the south-easterly outlines of rivers a Pierre and Batiscan timber berths, and thence by the eastern boundaries of said berths to the northern line of number seven east near Batiscan; thence, again to the west, by the east bank of the Metabetchouan River, to the forty-eighth parallel of north latitude aforesaid."



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PARQUETRY
INLAID FLOORS

And all HIGH-GRADE FLOORING

Montreal Wood-Mosaic Flooring Co.
LIMITED.
730 St. Catherine Street West (near Guy).
R. W. BARCLAY, Manager.

Out of town work and correspondence solicited.

Estimates furnished cheerfully.

No floor too old to cover at a moderate price. Any design made to order.

ADAMANT WALL PLASTER & INTERNATIONAL PORTLAND CEMENT

OUR UP-TO-DATE METHODS INSURE PROMPT DELIVERY

L.D. Phones, Main 2812-3

FRANCIS HYDE & CO.
Cement, Firebrick, Pipe, Etc.
31 WELLINGTON ST., MONTREAL

Standard Goods and Standard Size Packages Only
OUR EXCLUSIVE LINES
LAFARGE (THE ONLY) Non-Staining Portland Cement
IRON CLAD Portland Cement
MIMICO Red Pressed Bricks
HARBISON-WALKER Refractories Co.'s Materials
KIRKWOOD and GLENARDEN Scotch Fire Bricks
ART STONE. Made From Lafarge Cement

DOLOMENT

What differentiates DOLOMENT from all other STONEWOOD FLOORS is its semi-elastic lower layer, which enables us to guarantee that it will not crack, bulge or blister.

The Colonial Doloment Company
LIMITED

WITH A CAPITAL OF

£100,000 - (say $500,000)

Has been formed for the purpose of introducing DOLOMENT throughout the Colonies.

THE HEAD OFFICE IS IN THE
MARK FISHER BUILDING
VICTORIA SQUARE - - - - MONTREAL

Samples and Catalogues will be sent, and Estimates given promptly on application. The Floors at the Company's Offices are laid with Doloment, and are open for inspection during the usual business hours.

MR. ALCIDE CHAUSSE, Architect and Inspector of Buildings, Montreal, says:—

"You have at last supplied a flooring "which Architects have long been looking for, "and up to the present been unable to find."

DR. H. T. KEATING, M.D., Montreal, says:—

"I may say I find it most satisfactory. "It is elastic and easy to stand on, not tiring on "the feet, much quieter than any other flooring "to walk upon, and easily cleaned."

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Montreal Light, Heat and Power System

THE new home of The Montreal Light, Heat and Power Company, illustrated below, has been very appropriately christened the "Power" Building. The Company, since its formation in 1901 out of divergent elements, amongst which were The Royal Electric Co., The Lachine Rapids Hydraulic & Land Co., Ltd., The Montreal Gas Co., The Standard Light & Power Co., and several of the other companies producing and distributing light, heat and power in the city and towns around Montreal has at all times been handicapped for lack of space and proper accommodation. The new building will, therefore, fill a much needed want.

THE POWER BUILDING.

In every detail of its construction, the purpose of the building was specially considered, so that every convenience and facility could be afforded the public in caring for its needs. In attaining this end, light, heat and power served as factors of particular importance, so that upon entering the building the visitor receives a welcome, very impressive of the manifold uses to which these commodities may be applied. A large illuminated display of gas, electric lighting, heating, cooking and power appliances will be found immediately inside the main entrance. In this display will also be found numerous attractive electric signs constantly and intermittently beaming out their messages with the ceaseless regularity of a clock.

Electric lights in abundance reveal the beautiful wall and ceiling decorations. The lights are so placed as to give an abundance of illumination where necessary while obviating useless burning of lamps. Electric elevators rapidly convey passengers from the main hall to the offices above. Electric push buttons connected with electric annunciators keep the clerks at the beck and call of the management. A telephone exchange with half a hundred inter-office telephone connections, and about a dozen lines connecting with the local Bell Telephone system, admits of the management of the various departments of the Company being in ready reach of the public. The building is heated by steam, transmitted underground from the Company's district steam-heating plant on Chenneville Street. In short, the whole building is illustrative of the manifold uses to which electricity, gas and steam may be put, and the Company's extensive application thereof in its new home is an indication of the confidence which it has in the merits and reliability of the commodities which it distributes.

It is but fair to attribute the steady, persistent growth of Montreal during recent years, in a great extent, to the part which the utilization of electric power has played. The power with which the city street cars are run is generated at Shawinigan Falls, and transmitted to the city, a distance of 87 miles; while the Company is also supplying power to operate the Hochelaga and Colonial mills of the Dominion Textile Co., the plants of the Montreal Water & Power Co., The Montreal Steel Works, The American Locomotive Co., The Dominion Steel Car Co., The Simplex Railway Appliance Co., The Robert Mitchell Co., Ltd., The James Robertson Co., Ltd., The Montreal Rolling Mills Co., The Dominion Oilcloth Co., Ltd., The Wire & Cable Co., The Ogilvie Flour Mills Co., Ltd., Laprairie Brick Co., Ltd., The Canada Linseed Oil Mills, Ltd., The A. A. Ayer Co., Ltd., Grand Trunk Ry. System, Canadian Pacific Railway, the extensive Dominion Park illumination, and more than a thousand other users of power; constituting about 75% of the

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power used on the island of Montreal. The City of Montreal is admitted to consume more electrically transmitted power per capita of its population than any other city in the world. The Company also supplies street and residential lighting to about twenty towns and municipalities surrounding the metropolis.

It is a matter of note that while the price of practically all other commodities has been increased during late years, the price of gas and electricity has steadily decreased, and this notwithstanding the greatly increased cost of labor and material. This is instanced by the fact that in the year 1854, the price of gas in Montreal for lighting and fuel purposes was $4.20 per 1000 cubic feet, while at the present day the prices for lighting and cooking gas are $1.20 and $1.00 per 1000 cubic feet respectively.

Similarly the price of electric lighting service has been reduced from the antiquated flat rate of $11.00 per 16 c.p. lamp per year in 1884, to the present standard meter rate of 15 cents per Kilowatt hour, subject to varying rebates, depending on consumption, and under which the Company's revenue per 16 c.p. lamp averages $2.50 per year.

As far as electric power is concerned, the rates now obtaining in the city are lower than at any previous time in the history of electrical development about Montreal, and materially lower than those obtaining even when the divergent elements now controlled and operated by the Company were engaged in cut-throat competition.

It would be interesting to trace the increase of electric light, power and gas consumption in Montreal supplied by the Companies enumerated during past years. Taking as a starting point the year 1890, at which time the Royal Electric Co. and the Montreal Gas Co. were the only purveyors of electricity and gas in the city, we may arrive at a fairly accurate comparison. In that year the Royal Electric Company was supplying light and power to under three hundred customers—at the time there being none of the various electrical heating or cooking appliances served from their system, or in fact were such appliances even heard of. During the same year the Montreal Gas Company was serving under 18,000 customers. At the present time the Montreal Light, Heat & Power Company have connected to their gas and electric distributing systems respectively, upwards of 70,000 customers,—the electrical branch of the business comprising, in addition to power and incandescent lighting, electric service for upwards of 1000 appliances for heating, cooking, refrigerating and the other comfort-giving and labor-saving devices and novelties which have made their appearance during the past few years; while the gas branch of the business has extended in such proportions that at present service is being rendered to upwards of 55,000 customers.

The Company serves upwards of 13,000 electric light and power consumers and nearly 55,000 gas consumers, or a total of almost 70,000 consumers.

The Company controls practically all of the developable or commercially practicable water powers within transmission distance of the City of Montreal. One of its generating stations, known as the "Lachine Plant," is located on the St. Lawrence River, and harnesses the power which for centuries went to waste over the famous Lachine Rapids; this station delivers about 12,000 horse power to the City of Montreal. Another station, known as the "Chambly Plant," is located on the Richelieu River, and transmits about 22,500 horse power to Montreal. Still another large station is nearing completion on the Soulanges Canal, and will be known as the "Soulanges Plant." This plant is designed to develop 15,000 horse power. The Company also controls the selling rights on the Island of Montreal for the enormous output of the plant of the Shawinigan Water & Power Company at Shawinigan Falls. In addition, the Company has several auxiliary steam stations located throughout the city, and its entire system is so interconnected as to make the possibility of more than a momentary shut-down a very remote contingency. As a result, the services supplied by the Company are admitted to be second to none.

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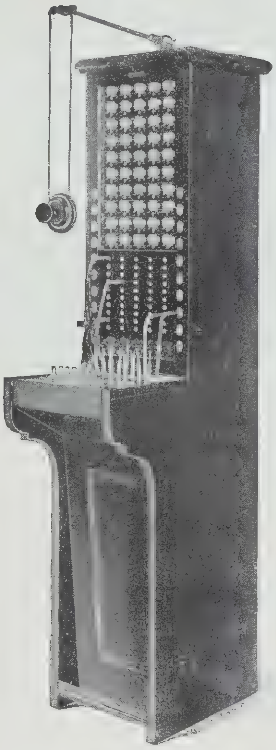

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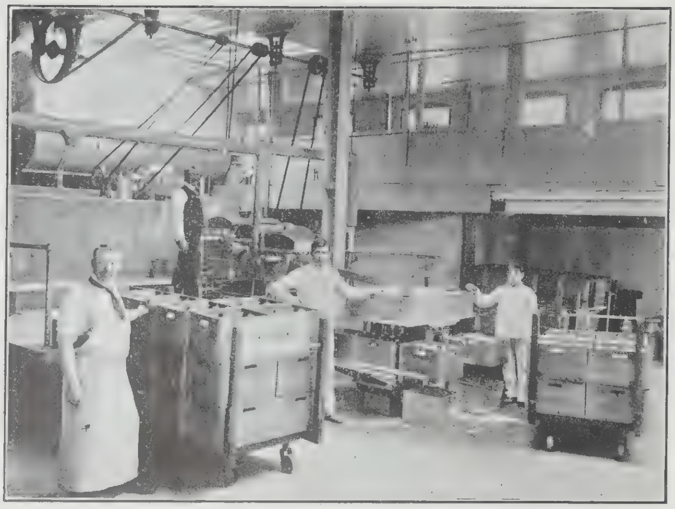

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CURRENCY OF CANADA.

During the period of almost 300 years which has elapsed since the permanent establishment of the French in Canada a remarkable variety of coins and other articles have been in use as currency, says a writer in the Board of Trade Annual. Under the regime of the Company of One Hundred Associates beaver skins were for a time the ordinary medium of exchange. Gradually small supplies of the gold and silver money of France found their way into the colony, but up to 1664 there was little actual coin in circulation. A few years later, however, we find the country flooded with certain foreign coins, which had been over-valued, and a law was passed fixing and reducing the value at which they were to be accepted. For a short time in 1664 wheat was made legal tender to a limited extent, at the rate of four livres per minot, and ten years later Council declared moose skins legal tender. By 1681 the Spanish piastre or dollar had become very common, having been introduced through trade with the English colonies to the outh, and shortly after this date an ordinance was passed requiring all foreign coins to pass by weight. As many of the dollars in circulation were light weight, and the inconvenience of constantly weighing them was very great, the Government stamped the full-weight dollars with a fleur de lis and the short-weight coins with their actual weight.

In 1685 the first paper currency was issued by the Intendant De Meulles, to tide over a temporary shortage of funds. It was made of playing cards cut into four pieces, each stamped with the amount it was supposed to represent. These cards were redeemed in the following autumn, upon the arrival of the Government supplies, but the expedient had proved too successful not to be repeated. By 1702 the issue of card money had become the regular method of meeting deficits in the Government finances, and the usual consequences followed—over-issue and depreciation. In 1719 the outstanding issues were redeemed, but the practice was again resorted to a few years later, and card money and treasury orders and receipts, the former of which were known as "ordonnances," formed a large part of the currency of the country until the conquest by England. At the time of the conquest the card money had depreciated to a very small part of its

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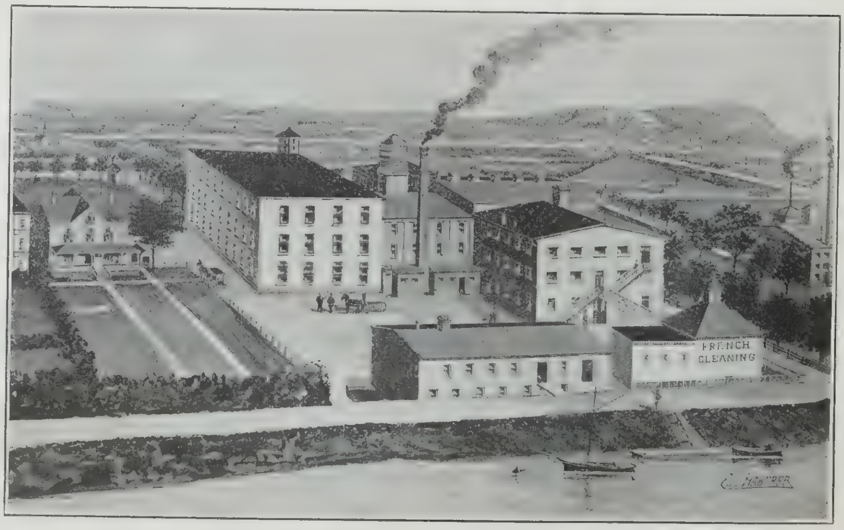

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nominal value, and, in spite of repeated attempts by the British Government to come to some arrangement with France for the redemption of the outstanding issues, they proved in the end almost valueless.

For a time during the card money period receipts for beaver skins issued by the Company of the Indies circulated as money, and in 1753 these became the most highly-valued paper currency in the colony.

After the English conquest the Spanish dollar became the standard coin. The money of account had been under the French regime livres and sols, but shortly after the conquest we find two other methods in use. In Quebec what was known as the Halifax standard was used. It was reckoned in pounds, shillings and pence, the Spanish dollar being rated at six shillings. In Montreal the New York standard was adopted, the basis of which was the coin known as the York shilling, of which eight went to the dollar. In later years the British sixpence passed as a York shilling, and many will remember when the same term was in common use as a name for the eighth part of our present dollar. In 1777 the Halifax standard was made the legal money of account of the whole country, and the value of the Spanish dollar was reduced to five shillings. Ten pounds Halifax currency was the equivalent of £9 sterling money. This continued to be the legal money of account until 1853, when the present decimal system was first legalized.

VICTORIA SQUARE

About 1792 an attempt was made in the colony to obtain a charter for a bank. The attempt proved unsuccessful, but the bank appears to have done business for a time as a private concern, and at all events issued notes. In 1817 the Bank of Montreal was established, and in the following year the Quebec Bank. Both these institutions issued circulating notes, and from this time on bank notes became more and more the ordinary currency of the country.

During the war of 1812–15 the colonists used a currency of Army Bills, and these continued to circulate for some years after it was over. They were issued from a regular office established for the purpose, called the Army Bill Office, and were one of the expedients adopted for raising the funds required for the prosecution of the war. They were redeemable either in cash or bills of exchange, and proved for the time being a fairly satisfactory currency.

During the period of Halifax currency a great variety of coins of all nations were in circulation in Canada, and towards the close it became a veritable paradise for the coin collector. But most of these coins were very much debased, being badly worn and mutilated, and we find constant attempts at legal regulation of their values. Finally, the copper coinage became so exceedingly bad that private firms began to import their own coinage, and in 1837 several of the banks were forced in self-defence to issue a copper coinage.

In 1853 the present decimal system of dollars and cents, having as its unit a dollar equal in value to the dollar of the United States, was placed on an equal footing with the Halifax currency as a money of account, and five years later was adopted for the public accounts. In this year also the first coinage corresponding with the new system was issued. It consisted of 20, 10 and 5 cent pieces of silver, and one cent in bronze. These were really the first Canadian coins. At the present time the coinage consists of 50, 25, 10 and 5 cent pieces of silver and one cent of bronze. There are no Canadian gold coins, but a mint is now being erected at Ottawa and it is intended that a gold coinage shall be struck. Under our present law British gold and American gold coins of certain dates are legal tender. The larger part of the currency, however, is still paper, and consists of bank notes for $5 and multiples of that sum up to $100, and Dominion of Canada legal tender notes for $1, $2, and $4. The other denominations of Dominion notes are not in common use; they are principally large notes of a special issue, for use only between banks in making clearing-house settlements. The Government has also a small number of 25 cent notes outstanding, which, however, are chiefly used for remittances of small sums through the mails.

The first issue of Canadian Government paper was made in 1866 by the old Province of Canada, but Nova Scotia had several issues dating as far back as 1812. Of the latter only a small number were outstanding at Confederation, when the Federal Government assumed the liability for the redemption of these provincial issues. Very shortly after, provision was made for an issue by the Dominion of Canada. At first the amount of the issue was limited, but the maximum was increased from time to time, until in 1903 the limit was removed. As the law now stands, all notes issued in excess of $30,000,000 must be secured by an equivalent amount of gold in the possession of the Minister of Finance and Receiver-General of Canada. Up to $30,000,000 the issue is secured by a reserve of not less than 25 per cent., composed of gold and securities of Canada guaranteed by the Imperial Government, the gold held to be at least 15 per cent.

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